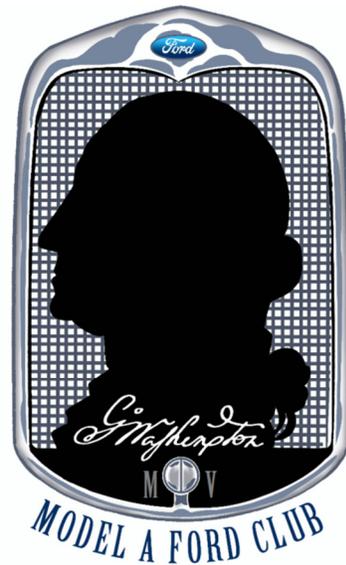


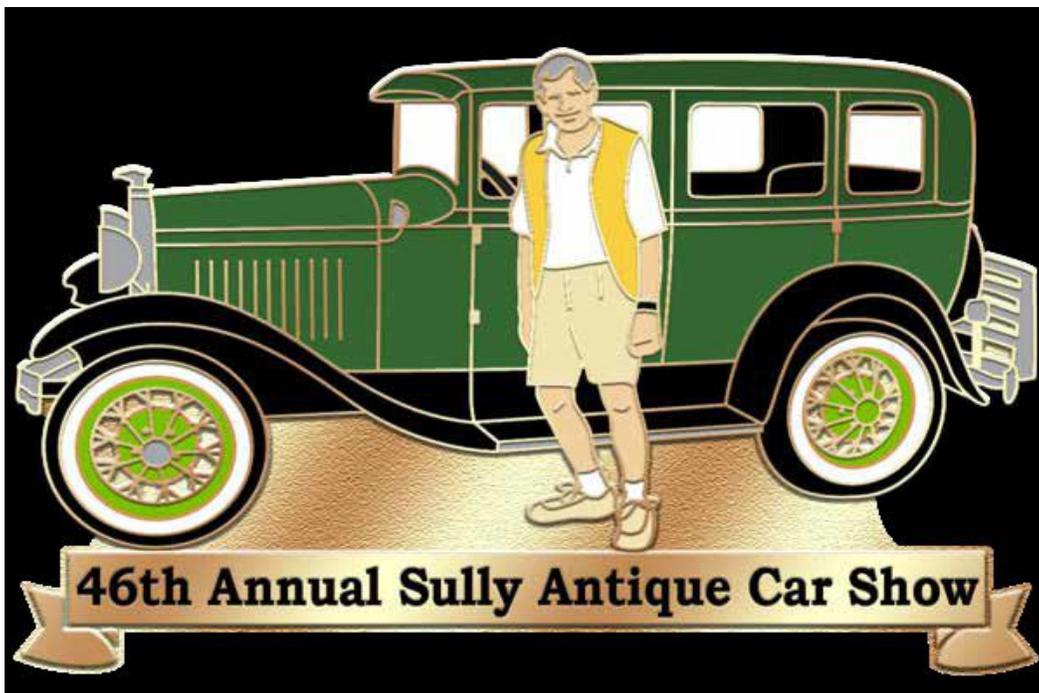
The Ford Script



Vol. XL

June 2019

No. 6

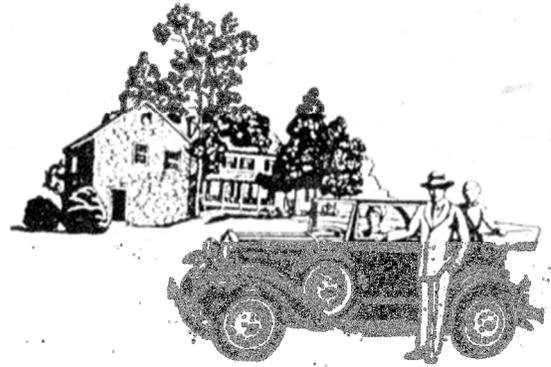


The Bill Worsham Sully Pin honoring his 40+ years running the show.
SUNDAY, JUNE 16TH AT SULLY PLANTATION FROM 10:00 – 3:30



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

The Ford Script



Official publication of:
George Washington Chapter, Inc.
of the Model A Ford Club of America
and the George Washington Region
of the Model A Restorers Club
GWC Model A Club
Post Office Box 971
McLean, VA 22101

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

Chapter members are encouraged to belong to both MAFCA and MARC national clubs and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

www.gwcmodela.org

Web Master: Greg Shepherd

Board of Directors

President	Doug Tomb	703-241-4152	douglas.tomb@verizon.net
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National Liaison	Jamie Lucas	703-893-8957	jandmlucas@msn.com

Appointed Positions

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Club Librarian	Jay Melton	703-237-6953	jmelton58@verizon.net
Historian/Archivist	Tom Quigley	703-912-4293	tjquigley6@gmail.com
Sunshine Chairman	Jim Gray	703-250-1991	jrg240z@cox.net
Technical Advisor	Tom Terko	301-949-7329	tterko@verizon.net

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

Next deadline: Sunday, June 30th

THE PRESIDENT'S CORNER

Well, Memorial Day has come and gone. The Parade down Constitution Avenue was Great. We had four GWC Ford vehicles in the parade this year, and we were well received. They Love those OOGAH horns! Two Model A roadsters, one Model A phaeton, and a 1942 Ford Jeep. The jeep was the big hit, given the holiday we were celebrating. The weather was perfect, and it turned out to be a beautiful day, perfect for honoring our veterans.

Our main event of the year, The Sully Car Show, is just around the corner, on Father's Day, in just two weeks! Jim Gray and Bill Worsham have worked hard to prepare for this year's Sully. They have taken care of all the preparation details, so that we can have a successful event.

Now comes your part. All these important pieces of the puzzle are significant, but the most important piece is YOU! We need YOU to help with all the tasks at Sully. We need volunteers to perform important tasks like helping at the Information Booth, to be Sully Judges, to help park the show cars, and many more important roles where needed. We need members to step forward to help the Team Leads of the many Sully task areas. Make sure Jim and Bill know you are coming, and how you can help.

Sully is the principal focus of our Club, and all members are asked to put in two hours of volunteer time supporting this important event. The success of Sully is what gives the Club the resources to have all of the picnics, tours, programs and other Club activities during the year. Sully is YOUR event, so get involved and continue to make it a success. At the May Monthly meeting Jim had sign- up sheets for all of the volunteer positions, but there is still time to jump in to help out. Remember, many hands make easy work.

Now that we are in June, It's Show Time! Let's make Sully as big a success as ever.

This year's Sully Show commemorative pin is in recognition of our long time Sully Chairman, Bill Worsham, now Chairman Emeritus. Come and make this show a success in recognition of all his successful efforts over the years.

See you at The Sully Antique Car Show in two weeks.

Doug Tomb

FROM THE EDITOR

In April, Alice and I celebrated our real 50th anniversary as reported in my column in the May Script. In May, for our big celebration, we treated our 2 children, their spouses, and our lone grandchild to a week-long trip to Ireland. We rented a large van and I and my son Beau drove all around southern Ireland in miraculously dry and sunny weather all week.

One required highlight was hitting Blarney Castle outside the city of Cork. After getting our tickets, we were making our way toward the castle when someone in our group noticed a bunch of what looked like "old" cars parked in a field about a hundred yards off our path. There were no signs and almost no one was going over there. But I just had to see.

FROM THE EDITOR (Cont.)



As the rest of my family trooped on to the castle, I trotted over to see what was up. I spotted two Model A's parked in a separate line from what looked like a line of old British race cars and sports cars.

The field was surrounded by a barbed wire fence, so I went to the end, where cars were beginning to

leave. Folks at a card table told me it was a tour, but they were too busy to furnish me with any more information. Owing to my family's desertion, I had to quickly take some

photos and then rush back to catch them.



So I never did get to talk to the Model A people, although I did find another A parked in among the race cars, so I'm guessing these two were merely starting another line and weren't



necessarily being ostracised for their lack of "true" sportiness.

My family had suggested I go look at the cars after we did the castle. But I knew better. Within 5 minutes of my arrival, every car on the field was gone.

The night before, the family had a Mother's Day dinner in Cashel after visiting a castle ruin there (the Rock of Cashel). Before the meal my son stood up to announce that they were "expecting." Grandchild number 2 is on the way, due Dec. 22nd (isn't that awful)! That means the children will be tied at one each. The race is on (we hope)!

In other momentous news, after sitting idle for over a year, my Blaze substitute is up and running again. Thanks to endless devotion to the cause, Milford Sprecher, with telephonic support from Tom Terko, finally got the engine to turn over last week. He followed me as I drove to get fresh gas and then toured it around the neighborhood and it seems to be working fine. I've driven it several times since then and it has started first time every time. Don't ask what the problem was. We never could pinpoint anything specific. Milford suspects the carburetor. Could be. But at least I'll be driving a Model A to Sully for the first time in 2 years.

Bill Sims

PS—Breaking with tradition, I will be doing the July newsletter this year. Then we're headed off for 8 weeks camping around the country. Bruce will do the August and September issues.

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting May 22, 2019



Call to Order. The monthly meeting of the Board was called to order at about 7:00 pm by President Doug Tomb, in the meeting room at the Red, Hot and Blue Restaurant in Fairfax, Virginia.

Attendance. A quorum was present. Those Board members present were: Doug Tomb, Paul Bjarnason, James Kolody, Benny Leonard, Luke Chaplin, Jim Gray, Bill Sims, Jamie Lucas, and Greg Shepard. Not present were: Milford Sprecher, Bill Worsham, Jason Cunningham and Bruce Metcalf.

Minutes of Prior Meeting – Minutes of the prior meeting of the Board were published in *The Script*.

Agenda – Prior to the meeting, President Tomb circulated via e-mail an agenda, which was followed during the meeting, as discussed below under each area of responsibility.

Sully Show Update – Jim Gray provided an update supported by a hand out that summarized the major moving parts of the Sully Show effort. Everything appears to be falling into place as it should. Of note is that Jim would like those who have volunteered to be judges at the show to meet at the judges tent at 10:30 a.m. on show day, with a view towards being finished up by not later than 2:00 pm. Also, Jim mentioned that Clem had donated to the Club a collection of trophies that had come with a car he had bought. These will be repurposed as trophies in future Sully events, which will save the Club money on the purchase of trophies.

Scholarship Program – James Kolody reported that he had 4 applicants for scholarships and he requested volunteers to go through the applications. James' goal is to have the review of the applicants by May 29.

Script – Bill Sims reported the deadline for this month's Script is June 3.

Treasurer's Report – Treasurer Paul Bjarnason provided to the Board a summary of income and expenses since the beginning of the calendar year. Also, via e-mail to the Board on the day of the meeting, Paul provided a bank statement and reconciliation of the Club's records to the bank's records, as of May 21.

Activities - Activities Chairman Jason Cunningham was not present.

Programs - Program Chairman Luke Chaplin reported that all of the meeting program slots for the remainder of the year have been filled. All programs planned are reported on the Club's website.

Refreshments - Coverage for monthly meeting refreshments has been filled in and is set out by Greg Shepherd on the Club website.

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FROM THE SMOKE-FREE ROOM (Cont.)

Membership & Webmaster – Membership Chairman Greg Shepherd reported that we just recently acquired a new member. The new member’s dues check was turned over to Treasurer Paul Bjarnason.

Club Property Manager (Tools) – Property Manager Benny Leonard reported that there would be a swap meet, which will include the V-8 and T clubs, July 13 in Fairfax. But, we need to confirm the location. Details TBA. Benny also proposed the Club buy a battery for the compressor at an approximate cost of \$100. This proposal was unanimously approved by the Board. Also, Benny reported that some parts would be required to put the whistle into operation, in particular some relays that had burned out last year. The costs of some small parts are already in the budget and, therefore, no resolution was necessary. Benny requested some assistance to get the Club’s equipment (the compressor) into shape and clean up the signs for Sully, Wednesday, June 5, plus Thursday, June 6, if necessary.

National Club Liaison - National Liaison Chairman Jamie Lucas reported some future events, which will be added to the Club’s website.

Adjournment - The meeting was adjourned at about 8:30 pm.

Respectfully submitted
Paul Bjarnason
Secretary

SUNSHINE – EDWIN JASON DRYER PASSES AT 102

It may not be a name you remember, but (Edwin) Jason Dryer was a 26-year member of our Club from 1987-2013. He was also an ingenious Model A entrepreneur, a Phi Beta Kappa at Yale and a Harvard-educated lawyer. You may remember a piece Stan Johnson wrote about Jason in January 2010 entitled: “Model A Museum Funding Given a Boost”. Talking with Stan later, he recalled that as the tilt back was loading Jason’s car, Jason saying: “Oh to be 80 again!”

Milford Sprecher picked up Jason’s and his donated car’s storyline in the November 2016 Script, in his article entitled “On the Hunt for a GWC Centenarian”:

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

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

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EDWIN JASON DRYER PASSES AT 102 (Cont.)

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

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

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

Dave Henderson shared: "Re Jason Dryer, I did not know him personally, check your Ford Script archives, there was an article about him at about the time he made the donation of the Tudor. He may have also made a large donation to our memorial fund?? He was in the 2012, roster, not in '14" and "I located the article about Jason Dyer, in the January 2010 Script.

He was 93 then. Was a Yale undergrad, then a Harvard grad attorney, Model A expert, and quite an all-around admirable person."

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

Wally called Mr. Dryer and had a conversation that thrilled both of them: "Thank you SO much, Mr. Sprecher; thanks to you (and Dave) I just had the opportunity of a lifetime! I phoned Mr. Dryer and he was absolutely thrilled that I had. Mr. Dryer explained that he owned several Model A's as a young man. While he was in college he owned as many as six of them that he rented out. His love for these beautiful automobiles never wavered, so after he completed law

EDWIN JASON DRYER PASSES AT 102 (Cont.)

school and enjoyed a successful career he decided to look into purchasing another one to work on at his farm in Virginia.”

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

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

Mr. Dryer told me that he decided to donate the car in 2011 because he felt he was getting too old to drive the car. He was thrilled that I phoned him and told him what had happened to the car since he donated it. He hopes to see the car again, perhaps when he visits family in Clarence, NY (a suburb within driving distance of my home). He is currently living in a retirement home and he's had a few health setbacks recently. His wife wrote down all of my information so we can plan this event at some point in the near future. Just like the Model A, Mr. Dryer sounds as tough as they come and at age 100, he doesn't sound like he's leaving us without a fight.

This was an absolute thrill for me. I could hear the excitement in his voice when he spoke about the car and his wife was just as thrilled. I don't think they realized just how much of their time spent talking to me meant but I love the car even more now because of it.” This all happened over the course of a few days and had the best possible outcome. I have seen a number of requests by people wanting to know more about their cars or what happened to them. I think this is the first time I have actually seen the question get answered!

Thanks to all in the club who helped me get the information to him.

Milford Sprecher”

Dave Henderson sent me a note with Jason's obituary attached. It was published in the Washington Post on May 5, 2019. Edwin Jason Dryer had passed on April 28 at the age of 102. Our Army members will be interested to know that Jason's 1937 ROTC class at Yale was the last class of the horse-drawn artillery in Army ROTC.

According to the obituary, “A memorial service will be held at a later date at the Fort Myer Old Post Chapel, Arlington, Virginia with burial to follow at Arlington National Cemetery.”

Jim Gray
Sunshine

Shirley Grant Fraser

March 7, 1939 – May 6, 2019

Wife of long-time member Dick Fraser

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

President Jim Cartmill's comment: "The Sully show this year was one of the best we ever had. The weather was fantastic, there were more show cars than we had room for, and everything went smooth as silk," sounded great, but this was Jim's further comment: "You probably realize that I'm writing this well before Sully, so I'm looking into my crystal ball, but I sure hope it's a good prediction." I took a sneak peek ahead at the July '94 Ford Script to see how Sully actually came out, and Jim's comments in it were: "Once again I want to thank all the club members who donated time to help make Sully such a great success this year."



The Board had been discussing ways in which to provide continuing support to the Model A Ford Foundation (MAFFI). In the previous year GWC had donated \$2,000 to support their efforts in converting engineering drawings into digital form, as the film on which they were stored was subject to deteriorating beyond the point of usefulness. One suggestion was for our chapter to provide cost reimbursement to members who would go to Detroit to participate in the conversion process. It was decided that before developing any specific measures, it be brought up before the membership to determine whether it was their desire to continue supporting the MAFFI effort.

Secretary Walt Bratton reported that another question the Board had been tossing around was whether the Club should be involved in lobbying efforts to reduce the impact on the hobby of environmental or other legislation being considered at the national, state, or local levels. It was determined that it would be discussed at the June meeting. Andy Pogan reported in on a meeting of the Antique Auto Coalition he had attended, saying there were no bills out there to get rid of antique cars but there were some that could affect them, and therefore it would be good to have a representative at the local and federal level to watch how legislation is written.

Editor Bill Sims reported that Joe Krafft had been home for a couple of days and was recuperating from a heart bypass operation. Joe's take on it was, "In our hobby, it's becoming more and more difficult for the restorer to outlast the restored". Sadly, that eventually proved to be true in Joe's case.

"We know how much
you love that gal
but use both hands
for driving pal".
BURMA SHAVE

Dave Henderson

MAFFI NEWSLETTER MINUTE--MAY 2019

(Ed. Note: Marsha's column arrived after publication of May's Script)

What's new at the Museum?

A small team of trustees has been working on developing an electronic information kiosk for our museum. The kiosk will be free standing and will allow visitors to learn about the Model A, our museum, contributors to the museum, Hall of Fame inductees, and to provide access for respectful memorial recognition.

Think of the kiosk as an "electronic docent" whose purpose is to help you experience the beautiful museum that recognizes the Model A and its many friends and followers. With the software now developed and hardware on order, we expect to have the kiosk up and running this June. We hope you will visit the museum soon and enjoy our newest volunteer ... even though he's electronic!

Don't forget to start making plans to attend Model A Day, September 21, 2019. Hotel rooms book up quickly. It's a great day of seminars, fun and, of course, our ever growing Swap Meet! Tour our museum and the many others on the Gilmore Campus. You won't want to miss seeing all of the Original & Unique Model A's that will be on a special display. If you have any questions regarding Model A Day, please feel free to contact Jerry Morrissey. jertrudy@sbcglobal.net

Marsha Quesnel, MAFFI Trustee
clubcontact@maffi.org

MAFFI NEWSLETTER MINUTE--JUNE 2019

What's new at the Museum?

The Museum is always striving to keep our exhibits new and exciting but also educational. We recently received a car donation of a 1930 Coupe from the Frank Corey Estate, although beautifully restored, it was a duplicate of one already on display. We wanted to use this car in some capacity so it was decided to create a "Service Bay" Display near our Part's Department. Linda Morford, our fashion coordinator, found a mannequin that would bend at the waist, a service coat was donated by Erik Kellner, and now our new display is complete! Make plans today to attend Model A Day, September 21, 2019 to see this and other great displays at the Museum.



Your membership dollars to MAFFI helps keep our Museum what it is today, the most toured of all the museums at the Gilmore Complex.

Thank you for your continued support through membership, the purchase of memorial bricks and donations.

Marsha Quesnel, MAFFI Trustee

TOM AND JOHN'S EXCELLENT ADVENTURE

by Tom Quigley and John Leydon



On May 6th, Tom Quigley, John Leydon and Tom's friend Gary Dinsick set off on an 'A' adventure – first to the Luray Valley, then on to Harrisonburg and finally backtracking to the waters of the Rose, Robinson and Rapidan Rivers near Syria, VA, for some fly-fishing. First thing to say is that the buggies (John's '30 Woody Wagon and Tom's '31 Victoria) ran like well-spun tops and garnered stares and photos-ops at every turn. Second thing to say is that this article is sadly short on people photos because John took a watery face-plant in his new Orvis waders into the Robinson River with his cell phone in a half-open pouch – all in a WiFi-free zone where there was no back-up to the Cloud. Cell phone got drenched and the motherboard got fried. Bye, bye pics. Alas.



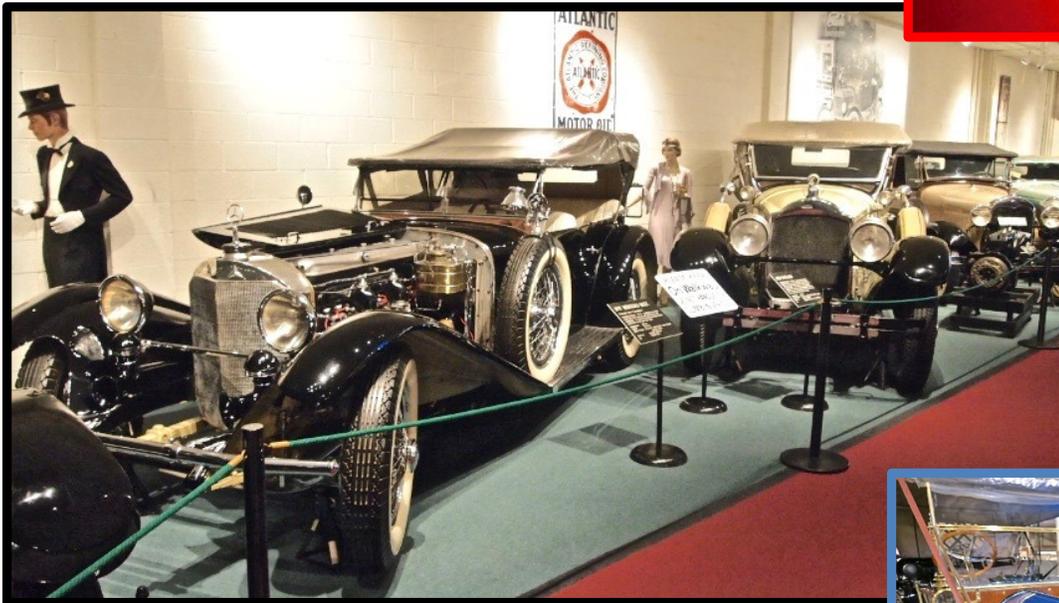
The photos you might have seen however, had John been more careful, would have begun with a tour of John Phillips' *Model 'A' Garage* outside Luray, where we met up with John, GWC member Jim Cartmill, and one of John Phillips' restorers, Will Burns, for a tour of his spectacular shop and the 24 (count 'em: 24!) Model 'A's in various stages of restoration. That was a revelation to those of us who had never been to the *Model 'A' Garage* and wandered through the fully-equipped facilities and out-buildings there. Then all four GWC members (Tom, John L., John P. and Jim) plus Gary & Will headed into town in our several 'A's for lunch at Uncle Buck's and some technical gab.



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TOM AND JOHN'S EXCELLENT ADVENTURE (Cont.)

That afternoon, after checking into the quite grand Mimslyn Inn in town, we drove out to the Luray Caverns, where we were met by Rod Graves, the VP & COO of the Caverns complex and its several venues, for a personal tour of the Luray "Car and Carriage Caravan Museum". To say that this isn't just another roadside attraction would be the understatement of the month. Rod gave us the history of the Graves family from the late 19th century on and a blow-by-blow introduction to the many spectacular carriages, sleighs and automobiles collected by him and his father over the years. John personally fell in love with a 1927 Mercedes Model 'S' Phaeton – about 10 photos of which died in the bottom of the Robinson River - but here's one from the website. And a few more for flavor. Thanks Rod! After that, Gary and John went down into the caves for the Stalagmite-



Stalactite light show which has been considerably upgraded since the days you might have gone through as a child with your parents. Kinda felt like being a kid again in a weird, chilly wonderland.



GWC members Bill and Karen Shields joined us for dinner at the Mimslyn that night and invited us out to their farm in the morning, where we spent the better part of two hours viewing Bill's serendipitous collection of cars ranging from his 1931 Model 'A' Sport Coupe at one end, to the 10-car garage of "nifty fifties" at the other..... not to mention his collection of tractors. Great breakfast stop and more photos lost ☹. Aaarrrrgh! Trust us – the views from the Shields' front porch were straight out of some back issue on rural Americana from the National Geographic.

From Bill & Karen's we drove down through the Shenandoah Valley and cut west to Harrisonburg to stock up on fishing gear at Mossy Creek Anglers (more photo-ops) and finally

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TOM AND JOHN'S EXCELLENT ADVENTURE (Cont.)

back across the mountains to Madison and Syria, where we had reservations for the next few days in a pond-side *yurt* at the Rose River Farm up in the Syria Valley (see photos from Tom's camera).

O.K. ... so we weren't the most accomplished anglers to hit those waters, but we had a heck of a good time ... built nightly campfires, told tall tales over charcoaled trout, beer and wine, and absolutely stuffed ourselves at the weekly all-you-can-eat seafood buffet on Wednesday night at the Graves' Mountain Lodge (distant relation to Rod).



By Thursday night we were home, having breakfasted in Little Washington after a tour of the Inn, and dodged a few raindrops that

Mom Nature sent our way just to remind us that she could have messed with the spectacular weather she treated us to every day we were out - if she wanted. But she didn't, and we counted our lucky stars ... especially John in his open woody ☺. A combined total of around 700+ miles in two 89-year-old buggies without a hiccup. (Should we count the little overheating incident getting over the mountains? - Nah).

Few pics, fewer trout, but nice memories!

And to the several GWC members who hosted us along the way ... John and Susan Phillips, Jim and Carol Cartmill, Bill and Karen Shields ... thanks!

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WINCHESTER AACA APPLE BLOSSOM ANTIQUE CAR SHOW

Saturday, May 11 was the day; 0500 was the show time at Clem's garage. Clem and I went in my truck and James and Benny in James's truck. We were off to the Shenandoah Region AACA Apple Blossom Antique Car show.



I-66 took us to I-81 with a quick turn north to US Rt. 50. Suddenly, at 0618, we were there. Which was good, because the chickens were still asleep. Once we got 'em awake, vendors started to arrive.

We focused on the flea market since we were recruiting vendors for Sully; hopefully a few will come join us. I put the hardest sell on the guy who claimed to have a truck load of '57 Chevy parts to sell. Hope that sales job worked.

Some folks arrived in style, like in this 1950 Nash Statesman with a fully reclining rear seat and copper bug screens that were inside the two rear door windows.



I spoke with Dave "Mr. Nash" Blum at the Fairfax Show and he said he'd taken his car to the show-car side of the meet. I'm sorry we missed seeing him, but the liquid sunshine chased us off to an early breakfast.



James and Bruce were drawn by their "inner hot rod" souls to a great loud rod that arrived about 8:30. Several of these wonders caught Nick Arrington's eyes as well, but I don't think anything there found a new home with him.

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APPLE BLOSSOM ANTIQUE CAR SHOW (Cont.)



Meanwhile, Benny's eyes were focused on the barely street-legal bug with its nitrous oxide injectable engine, I was remembering the Soapbox Derby wheel set and those several flat headlight lenses I'd seen while walking around.



I did find an interesting old Kent-Moore Belt Tension Gauge that became part of my collection of tools I'm interested in, but may never use.



By 8:30, with a bit of Seattle sunshine just beginning, we agreed it was time to roll to the Papermill for breakfast.

Good thing we got going ... right after we arrived, a mob of folks descended on the place and things got mighty slow AFTER we'd been served. Life, after all, is all about timing ... and belt tension. Life is also about belt tension.



Clem and I stopped at the Liberty gas station on 50 just south of town for a load of pure gas -- I brought home 17 gallons of it for my old cars.

All-in-all, a great car day.

Jim

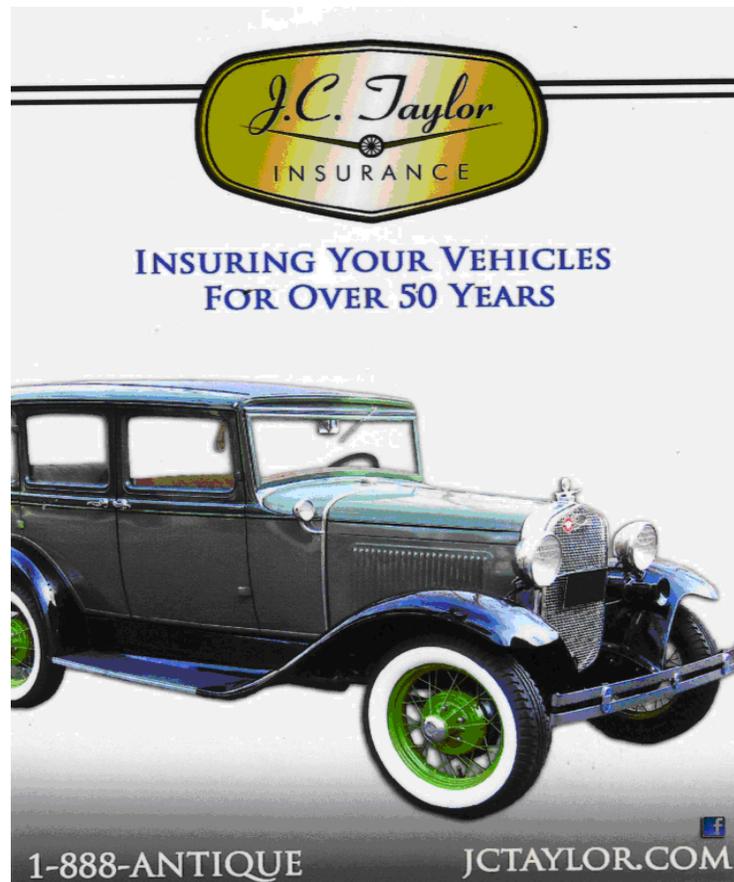
WINCHESTER (FROM CLEM'S PERSPECTIVE)

We gathered at my home at 04:45 am Saturday for the run to Winchester and the Shenandoah Valley car show followed by a run at the Papermill Place. Benny rode with James (Kolody) and I with Jim (Gray). We took the R66/81 route and saved 20 minutes. (Benny recommended this route, but we paid no attention to him.) At the show, we were parked next to the gaggle of blue cubes at 6:18 am to find about 7 dealers setting up. No rain. That route is the best.

Bruce was there shortly thereafter. A medium sized crowd wandered in over the next 2 hours. About 25 dealers set up. A few rain drips hit and then 10 minutes of warm sun followed by cloudy and cool. We saw Nick Arrington and Luke Chaplin. I bought a shock wrench and Jim grabbed a fan belt tensioning device and a rubber chock (the same like I gave him years ago, except different). Two neat hot rod Model A's came by as did a Chevy-powered Beetle. The show field was beginning to fill in by 9 am. We did not stay for the car show. We rushed over to the Paper Mill for grits, pancakes covered with chipped beef and gravy, eggs, and biscuits/toast, etc. Good times, great chats and stuffed; off we went back home. Jim and I stopped at the Liberty Gas Station on R50 for nonalcoholic gas. The motel next door was closed as was Bob Evans and Texas. ... the area looked bleak...

Home safe,

Clem



The advertisement features a central image of a dark blue vintage sedan with white-walled tires and a chrome grille. Above the car is a logo for "J.C. Taylor INSURANCE" in a stylized font. Below the logo, the text reads "INSURING YOUR VEHICLES FOR OVER 50 YEARS". At the bottom left, the phone number "1-888-ANTIQUE" is displayed, and at the bottom right, the website "JCTAYLOR.COM" is shown next to a small Facebook icon.

TROUT & EGGS IN LURAY

I picked up Clem at 0445 on Friday, May 17 for a run to Luray to check out the Mid-Atlantic Pre-War Swap meet to be held at the Comer-Jones VFW Post 621, 218 Veteran Lane in Luray, VA (<https://www.mapwsm.com/>). We knew Tom Quigley would be vending, but we didn't expect fresh trout and eggs for breakfast.

But I'm getting ahead of myself.

The trip out 66 was fast and uneventful, as was the turn south on 340 into Luray. A quick turn back to the east on 211 and we were there. WELL before the advertised opening time of 0700. So we got shopping.

The first thing we saw on the field was a mobile ATM; sure looks like it would be a good idea in the future at Sully.



It was interesting to look about the field and see 5 past GWC presidents: Clem, Stan Johnson, Tom Quigley, Jon Philips and I were all in attendance. And we all got to chat with Jim Cross – heck, we almost had a GWC meeting quorum; and close to a NVRG meeting quorum!



In with all the other treasures, we spotted this minimized T that would look great as a James Kolody hot rod. Speaking of hot rods, who'd know this Model T Hack would have a Hearst shifter hooked up to a 4-speed transmission? And that it was equipped with a "slightly modified" original Model T engine? But how fast can you go on those clincher wheels?

TROUT & EGGS IN LURAY (Cont.)

Since this was a pre-war meet, there were very few early Ford V-8 finds to be found. But Clem came close with his 3-can set of running board liquid containers and some old car parts catalogues. He also found a pile of dated Model A generator bands and what he calls junk ...



create your own mental picture here. My finds included a crate full of carb parts that had everything in it from Model T Carb parts to a Zenith Model B carb.

AND, realizing that Mother's Day was soon upon us, I found the perfect present! A 1930s era Maytag Model 92 twin cylinder washing machine motor.

This has gotta' be better than flowers ANY time ... and on Mother's Day, it'll be a home run! I'm just sure. Well, kinda' pretty sure.

Oh yeah... the fresh trout and eggs.

The place to go for breakfast in Luray is Uncle Buck's. Don't think you can be too late for breakfast, because they feature "breakfast all day long". As usual, Clem was starving by the time we left the field for some chow. I'd eaten at Uncle Buck's many times, but it had been a while. Since I was last there, they'd doubled the size of their dining area by buying the bar next door and knocking a door through the brick wall.

Eggs with fresh trout and cubed baked potatoes – imagine, taters with your eggs that don't taste like cooking grease – this was some fine chow. So good that Clem still talks about it.

Jim Gray



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NVRG ARMED FORCES DAY FAIRFAX CAR SHOW

Saturday, May 18 woke up warm and overcast – but dry, so I rushed to get a few last minute things done on my 1970 Datsun 240Z and drove off for the show.



I hadn't pre-registered, hoping to have my 1923 Gray ready to go ... but it wasn't. I'd have been the only "Gray with a Gray" there in my new old car, but I had to settle with being the only Gray with a Z there.

I got parked – and saw the judges getting ready. It's been said of this show that the sponsors just pick a winner for the trophy they sponsor. That's not quite how I do it. I've sponsored a Model A trophy for years, and I have criteria I use to select the winner of that trophy. I need to see the whole car, which means the hood must be up to have a shot at

that 40% of the total score for a car.

We had a great showing of Model As – local Model Aer (but not in the GWC) Phil Foss was there in his window-less 1930 Tudor he's had for over 50 years; John Dougherty brought his 1930 Fordor; James Kolody drove his 1930 "SUV" coupe; Paul Gauthier drove his 1930 blind back Fordor; New member Greg Quinn drove his 1929



Sport Coupe; and Willard Jenkins drove his 1931 Sport Coupe. And it was sure good to see Bill and Judy Worsham there checking out the cars.

>>>>>>

FAIRFAX CAR SHOW (Cont.)



Clem drove his non-Model A like I drove mine; it paid off. Clem's "FortyMerc" won Best Convertible and my Z won best 70's car.

Hats off to the NVRG for another great show in Fairfax. I'll make sure I put my judging criteria for this show on the Club's web site well before next year's show – it's great to see these new cars showing up... and the competition for best Model A keeps heating up.

And did I mention that John Dougherty won the best Model A trophy? His careful combination of mild restoration and preservation of as much original as he deems safe on today's roads clinched the deal for John. We've known his car for many years in the Club, and it's great to see it belongs to someone who takes care of it as well as Peyton did.

Hope to see more of you in your Model A or other show car next year.

And hope to have another great weather day for Sully on June 16th!



Jim Gray



Taken at the EV8 Fairfax car show using a 120-year-old Al Vista 5"x12" swing lens panoramic camera.

SULLY 2019 – CELEBRATING THE LEADERSHIP OF BILL WORSHAM

Father's Day is literally days away. Benny and Paul are putting the finishing touches on the compressor; Benny and I have got the additional signs ordered; and the Sully staff wants one final gathering before the show.



Don't forget to contact our Pin Chair, Rande Young, to buy your collectable pins celebrating our Chairman Emeritus "The Chairman – Bill Worsham".



The "Take-Apart-T" crew will be a little slower putting their T together this year – they'll have to put in LOTS more bolts to make this car safe for the whole parade.

By special agreement with the Take-Apart-T team lead, Dick Javins (who's also a GWC member), the completed T will lead our Century Class Parade which will begin at 2:00 p.m.

In addition to our Model T Take-Apart Car, our parade of 13 or more 100 + year old vehicles will feature an extremely rare 1903 Pierce Stanhope owned by Alice and Don Silbert; this beautiful 1908 Model 10 Buick, owned by Edna & Jim Cross; a 1909 Model F Buick owned by Beverly and Doug Tomb; a 1909 Model Ford Touring owned by Erwin Mack; a 1911 Stanley Steamer owned by Eric Arbuckle; a 1912 Model T Mother-in-Law Seat Roadster owned by Elizabeth and Tom Quigley; a 1912 Buick Touring owned by Jeanette and T.W. Scott; a 1913 Model T owned by Morris Cameron; a 1914 Model T Pie Wagon owned by Kimberly and Mike Copperthite; a 1915 Model T Ford Pickup owned by Jeanette and T.W. Scott; a 1918 Model TT Hack owned by Margaret and Dick Javins; and a 1916 Model T Touring owned by Keith Randall.

Be sure to see this unique automotive heritage parade circumnavigate the show field starting in front of the band stand on the west side of the stone dairy building at approximately 2:00 p.m. The parade will end on the south side of the Sully mansion at approximately 2:45 p.m. The award of trophies will begin at 3:00 p.m. on the north side of the mansion.

Also new this year will be the Flathead Ford "Visible V-8" with ½ the engine completely uncovered as it runs. Younger kids will love our compressor with its new and louder whistles, and the "hit-and-miss" engines; and the very youngest there will enjoy our children's area with coloring and other activities. And when it gets a bit too warm, we can all enjoy cooling off with a snow cone or a dash through the misting tent... or both!

Gil Beckner has lined up a great group of sponsors again this year: Black Wolf Automotive Specialties; Classic Car Center of Fredericksburg, Inc.; George's Automotive Restoration, LLC; Hagerty Insurance; J.C. Taylor Insurance; and Snyder's Antique Auto Parts, Inc. These great companies have offered their support to our show, we should return the favor and buy our goods and services from them. Thanks also to Gil for arranging for and procuring all our pins, dash plaques and trophies; it's all these details that make Sully the great show that it is.

>>>>>>>

SULLY 2019 (Cont.)

George Washington Model A Ford Club Sully Committee 2019

Annual Meet Chairman	Jim Gray	(410) 353-0381	jrg240z@cox.net
Annual Meet Chairman, Emeritus	Bill Worsham	(703) 250-5474	billworsham@aol.com
Registration	Carol & Bill Benedict	(703) 430-2441	carolabenedict@aol.com
Chief Judge	Jaime Gray Nelson	(703) 568-8545	jaime.gray.nelson@gmail.com
Deputy	Brian Barrows	(703) 963-5255	bcbarrows@yahoo.com
Trophies & Sponsors	Gil Beckner	(703) 791-3795	gbeckner@verizon.net
Flea Market	Al Iagnemmo	(703) 698-7398	captainari@gmail.com
Flea Market Set Up	Benny Leonard	(703) 278-2994	ben5@cox.net
Flea Market Vendor Liaisons	John Dougherty & Bruce Metcalf	(952) 288-3508	kesedeme@aol.com
Car Corral	John Dougherty	(703) 971-8033	doughert@cox.net
Special Displays	Benny Leonard	(703) 278-2994	ben5@cox.net
Field Layout & Show Field (Old Car) Parking	Tom Terko	(301) 949-7329	tterko@verizon.net
Signage	Benny Leonard & Jim Gray		
Snow Cones	Greg Shepherd	(703) 476-6496	shepman@gmail.com
Trailer Parking	Bill Jaeger	(703) 929-7599	billy8n@aol.com
Century Class Trailer Parking	Bill Jaeger		
Information Tent	Dan/Donna Lyon	(301) 330-5564	lyondonnadan@gmail.com
Pin Sales	Rande Young	(703) 475-8317	ry5058@yahoo.com
Publicity	Milford Sprecher	(301) 830-2198	milford.sprecher@gmail.com
Club Food	OPEN		
Help Where Needed	OPEN		

Our biggest need? **VOLUNTEERS!** Please fill out the volunteer sign-up sheet at the back of this month's issue and volunteer!

With the addition of a juried "Best of Show" trophy, our Chief Judge, Jaime Gray Nelson, will need lots of help judging our 41 classes of cars (we've added a class 41 for all years of Packards). We have about 20 judges signed up now, but we could really use 40. I strongly recommend this as an area where you can get your children and grandchildren involved. Club members Clem Clement, Benny Leonard, Bill Beardmore, Stan Johnson, Greg Girmus, Rusty Rentsch and I (among others, I'm sure) have all done this in the past, and Paul Bjarnason plans to do it this year. It's a GREAT way to build interest in our hobby. I know this; my daughter Jaime is now our Chief Judge!

We also STILL need a "Club Food" person who will order and get the food to the Sully refrigerators on Saturday; and a "Help Where Needed" person – who will place people where needed as the show is running.

We also need folks to help Tom Terko in Old Car Parking; we need several to arrive at 6:30 a.m. on show day to help Bill and Carol Benedict get the show cars to their parking spots.

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SULLY 2019 (Cont.)

Remember, if you work at least 2 hours at the show, you can register your car for no charge, get a flea market space or choose to get 4 entrance passes.

John Dougherty is wearing 2 hats this year: getting both the Car Corral up and running and helping Bruce Metcalf sell our Flea Market spaces. John reports we've sold nearly half of our available flea market spaces; so if you want to get a spot to sell your extra treasures, make sure you contact him soon.

Please contact the individual team leads or me, Jim Gray (at 703-250-1991 (H) – use this number for a fax - or 410-353-0381 (C) – PLEASE leave a message if I don't answer. We've included our Sully Volunteer Statement in this month's *Script*, please fill it out and turn it in to me by mail, fax, email or in person *OR*, just call me!

Jim and the Sully Committee

COMING EVENTS

June

June 12 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

June 16 (Sunday) Annual GWC Father's Day Sully Show at Sully Plantation.

July

July 4 (Thursday) Washington Independence Day Parade (contact Jason Cunningham)

July 4 City of Fairfax Parade (contact Benny Leonard)

July 10 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

July 13 (Saturday) Flea market in lieu of regular monthly meeting. More info in the July Script.

July 27-29 (Friday – Sunday) Berryville, VA, Steam Show. \$7 admission, antique tractor pull 6:30 Friday, horse pull 6:00 Saturday, farm tractor pull 1:00 Sunday. Steam engines, gas engines, threshers, kiddie pedal tractor pull 2:00 daily. Info at SVSGEA.COM

July 27 (Saturday) Adam Eaton's 3rd Annual Rev Up The Park, *hosted by Washington Nationals Outfielder, Adam Eaton & the Nationals Dream Foundation*, Nationals Park, Home to the Washington Nationals, 1500 S Capitol St SE, Washington, DC 20003 6:30 AM - 9:30 AM. Rev Up The Park is a charity car show held at Nationals Park to benefit **The Dragonfly Foundation** - supporting pediatric cancer families & patients. The charity car show brings car enthusiasts and baseball fans together to showcase their vehicles in the parking garage at Nats Park. Website: <https://www.revupthepark.com>

Registration: <http://www.revupthepark.com/registration>



As a reminder, there are also other events listed on the Events/Sully section of the George Washington Model A Club's website.

WANT ADS

For Sale

1929 Model A Roadster with a rumble seat and luggage rack. Located in Berryville, VA. Older restoration, mechanically sound, drives well and has been driven often. Black with tan interior. Asking \$16,000. For info, contact Bill Anderson at 540-533-8185 or Cindy Anderson at 703-220-6236, or email her at cindy@earlyamericanautorepair.com (See GWC website for more photos.)



1929 Model A Ford station wagon project that needs to be finished. Has all parts, new wood, complete metal work, including original door latches. Sets were done by LeBaron Bonney. Wagon is complete, just needs to be finished. Located in Vienna, VA. Asking \$17,500. Contact Jerome Covell at jcovell@aol.com or phone him at 703-328-4500. (See GWC website for more photos.)



1929 Model A Pickup. Professional body-off restoration in New York in early 2000s. Stored in climate-controlled building since 2010. Driven 10 minutes monthly to keep it active. Tools, spare parts, manuals and parts catalogs included. (See list of updates in listing on the GWC website.) Asking \$23,800 OBO. Contact Gary Kitson at garyskitson@gmail.com or phone him at 703-477-4441. (See GWC website for more photos.)



1930-31 Tudor Sedan Located in Hagerstown, MD. For information and price, contact Dave Doub at wddoub56@gmail.com or 240-500-5401



1931 Model A Standard Coupe with cowl lights and rumble seat. Has owned car for 10 years and put on less than 1,000 miles. Rebuilt carb with flow-tested jets, new brake rods, new cast iron drums with new brake shoes, rebuilt starter, rebuilt generator with voltage regulator, replaced fan, new radius ball kit, new tie rod, Teflon sockets for tie rod and drag link. Driver's side front fender has a 4-inch split and a quarter-size paint chip on passenger side fender (inside the curve, near the front hood latch). YOM license plates convey with car. AACA Senior winner in 1989. Asking \$13,000. Contact Bud Pratsch at lpratsch@verizon.net



Wanted

Looking to see if anyone has a high compression head they are willing to sell? He's building a car for T.R.O.G. and his Lion Head will not be completed until mid-October. Best contact for Matthew Koerner is his cell phone, 443-878-5027 or Barnes.koerner@gmail.com



Club member Milford Sprecher's award from MARC for the article he wrote on the Club' initial tour to Kent Island to see and fly in the Lindbergh trainer in 2017

Sully Volunteer Statement
June 16, 2019

NAME: _____

PHONE NUMBER _____ **EMAIL** _____

ADDRESS _____

The George Washington Chapter primary fundraiser is our annual Father's 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 (and you must!), 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 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 ____.

____ **Century Class Trailer Parking** - Help get those cars parked and their trailers parked.

____ **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 the 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!

____ **Club Food** - This is the additional food we buy for our Club volunteers. You buy the snacks and coffee and set up a food table in the wonderfully cool Sully basement.

____ **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 year's 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. Jim Grav at (703)250-1991 (H) or (410) 353-0381 (C). To volunteer, send completed form or just your information to Jim at jrg240z@cox.net or mail to him at 11538 Lilting LN, Fairfax Station, VA 22019.