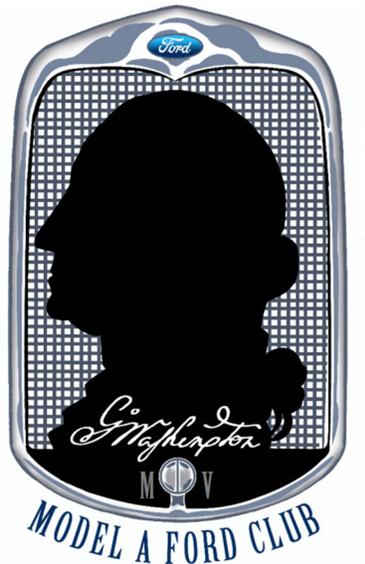


The Ford Script



Vol. XL

August 2019

No. 8



Milford Sprecher of our chapter regularly drives his car in the Takoma Park Independence Day Parade. The parade is a 130 year old tradition in Takoma Park. The Grand Marshals this year were the community's first responders and Milford drove the chief and lieutenant of the Takoma Park Volunteer Fire Department, Jim Jarboe and Jorge Alfaro at the head of the parade. In addition to the usual fire trucks, antique cars and politicians, the parade features community groups, steel drum bands and a variety local interest groups.

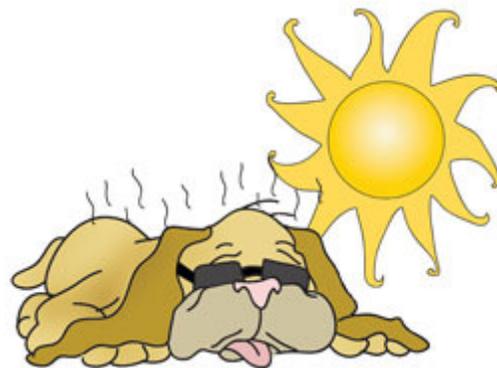


Dedicated to the restoration and preservation of Model A Fords for over 50 years

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. 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
VP & Program Chairman	Luke Chaplin	301-865-5753	lukechaplin@comcast.net
Activities Chairman	Jason Cunningham	301-648-4201	jjcunningham@gmail.com
Editor	Bill Sims	301-891-3616	billhsims@gmail.com
Asst. Editor	Bruce Metcalf	540-955-8312	kesedeme@aol.com
Secretary	Paul Bjarnason	703-627-1324	paul.bjarnason@gmail.com
Membership Chairman	Greg Shepherd	703-476-6496	shepman@gmail.com
Treasurer	Paul Bjarnason	703-627-1324	paul.bjarnason@gmail.com
Assistant Treasurer	Milford Sprecher	301-563-3021	milford.sprecher@gmail.com
Annual Meet Chairman Emeritus	Bill Worsham	703-250-5474	billworsham@aol.com
Annual Meet Chairman	Jim Gray	410-353-0381	jim.gray.31a@gmail.com
Tool Chairman	Benny Leonard	703-278-2994	ben5@cox.net
Youth Development	James Kolody	703-795-9301	grubsworms1@gmail.com
National Liaison	Jamie Lucas	703-893-8957	jandmlucas@msn.com

Appointed Positions

Concessions Chairman	(vacant)		
Club Librarian	Jay Melton	703-237-6953	jmelton58@verizon.net
Historian/Archivist	Tom Quigley	703-912-4293	tquigley6@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 for **September** should be e-mailed to the Assistant Editor at: kesedeme@aol.com

Next deadline: Sunday, September 1

PRESIDENT'S MESSAGE

As I write this, it is August 1st. The middle of summer and right in the middle of prime Model A Ford driving season. Have you driven your Model A Ford lately? If so, share a picture! If not, why not? Is there a reason you have not driven it this summer, the best time of year? If you need help getting your car up and running, that is what the Club is here for. If you just want another opinion, we can help on that too.

The focus of the GWC is to promote the Model A Ford, and get them out and about, so others can share in the fun too. The Club has many years of knowledge about the ins and outs of the Model A Ford. We want to share that knowledge with you and anyone interested in the Model A Ford. The Club also has tools. If there is a tool needed to fix something that ails the Model A Ford, one of our members has probably encountered that before, and the Club has a tool for it. Don't be shy. Give Benny, our Tools Chairman, a call and borrow the tool you need.

Just this past week, a group of members, Benny, Jim Gray, Clem Clement, James Kolody, and Paul Bjarnason were at the Warhurst family garage, helping get their Model A Ford ready for a special event. The Warhursts sponsor the Club at their home every September for a Club picnic. They have a family wedding coming up, and they asked the Club to give their car a thorough check ahead of time. Benny, and his assistants, showed up right away, and found plenty of opportunities to practice their skilled Model A magic.

Now the Warhurst car is ready for the road, safe, and will perform its duty at the wedding. A Thank You to these members who took the time to get one more Model A Ford road ready. If they can do it, so can you. If you have questions, give our experts a call. Let's get more Model A Fords running and driving around this summer.

See you down the road,

Doug

FROM THE ASSISTANT EDITOR

I have an update on my recurring boiling over problem. After hearing that the water was foamy, Benny Leonard pronounced the head gasket as blown. Unfortunately, I don't keep service records with dates, but I did have my head off and did install a new gasket sometime before the boiling over started and must have not re-torqued correctly. I have had a new 6:1 head ready to install for a while, so I have put it on and am waiting for the store to open to get the old style antifreeze for it and start the re-torquing program. Wish me luck!

This event looks interesting; older cars, but probably no Model As. <https://1000miglia.it/events/1000-miglia-warm-up-usa-2019/?lang=en> . Also, I want to thank Milford Sprecher for his extensive contributions for this issue.

Bruce Metcalf

FROM THE SMOKE-FREE ROOM

GWC Board of Directors Meeting

Wednesday, July 31, 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 not present -- those Board members present were: Doug Tomb, Paul Bjarnason, James Kolody, Milford Sprecher, Benny Leonard, Luke Chaplin, Jim Gray, and Jamie Lucas. Not present were: Greg Shepherd, Bill Worsham, Jason Cunningham, Bruce Metcalf and Bill Sims.

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.

Sully Show recap – Jim Gray provided a recap of how the show went and his recommendations for enhancement of next year's show. Jim said he would provide a written summary of his recommendations for future consideration. Some recommendations Jim has for the Club include: safety officer position; separate lane and show section for day-of-show registrations; encouragement for more Model A's to show; on-site ATM; on-line computerization of registrations and processing, including payments; and request the Fairfax County Park Authority to increase the Club's share of the Sully.

Treasurer's Report – Treasurer Paul Bjarnason provided to the Board a summary of income and expenses since the beginning of the calendar year through July 24, 2019. The report was received and there was no objection to the report being provided to the general membership at its August meeting.

Activities (tours/picnics) - Activities Chairman Jason Cunningham was not present. September 14 is the Club picnic at the Warhurst property. A tour to St. Michaels September 21 was discussed. Details to follow.

Membership & Webmaster – Membership Chairman Greg Shepherd was not present.

Board Nominations for 2020 – President Doug Tomb mentioned that we need to generate nominations for the 2020 Board.

Adjournment - The meeting was adjourned at about 8:55 pm.

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

The club affair at Ellen and Andy Jaeger's which 52 members and guests attended was singled out by President Jim Cartmill who thanked the hosts and said that also in line for thanks were the cooks who braved the heat to stand in front of hot grilles and stoves to serve the hungry horde. Andy Pogan, Steve Salitrik, and John Kandl cooked while Lloyd and Sandy Hoffman kept them going with

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (Cont.)

provisions. With two examples, Jim went on to laud those in the finest tradition of the club who came forward to help a member whose Model A was in need; those helping Dewey Burleigh replace an engine, and a similar instance which occurred to an newer member, Mike Martin, whose roadster broke down during the club flea market. A group of members jumped in and got him back on the road. He said that near the end of the work there must have been 50 folks around the car, all wanting to help, if only through moral support, getting the roadster going again.

The board meeting held at Bill Worsham's was poorly attended, only four members showed up. Not to disparage, the skies were tornado-filled on that scary July 27th.

The August program as announced in the Ford Script would be about 3 of the 23 designated Judging Standards areas; Exhaust System (worth 10 points), Horn (also 10 points), and Accessories (just 5 points). A three member panel consisting of Jim Cartmill, Howard Minners, and Bill Worsham would be the presenters. It was suggested that before the meeting members might want to review the pertinent areas; 5, 16, and 19 in the Judging Standards. Anticipated was that members would raise a few questions to challenge the imagination of the panelists.

Pat Roberge and Ellen Deason wrote of their courageous trip from Rockville [Md.to](#) Urbana Illinois in their somewhat tired '30 sedan, equipped with a crankcase full of 50 weight oil and 3 cans of STP. The trip included two river crossings, one at White's Ferry and one on a sternwheeler in Ohio, after which they exchange ahooga and boat whistle salutes. Any troubles? Well, a slowly developing rattle turned out to be the fan, a four-blader whose rivets were working loose. It wasn't considered a threat because the inner hub was secure on the shaft and the rivets "still had plenty of steel". Holding your breath? The optimism paid off, they made it all the way with fan (and radiator) still intact.

Broken romances

stated fully

she went wild

where he

went wooly

BURMA SHAVE

Dave Henderson

SULLY 2019: BEST SULLY EVER

Sully 2019 was our most profitable Sully ever. Last month's "Second Best Show" assessment was from the Sully Staff, based on the number of guests coming through the gates.

But our measure of merit is the club's net - and that now stands at over \$10,300 for Sully 2019! Best previous total I could find in my research was \$9,800 in 2014. Not bad for playing cars on a beautiful spring day.

Thanks again to all of you who helped make this year's show the record-breaker that it was. Thanks especially to our Chief Judge, Jaime Gray Nelson; her able assistant Kathie Gray and all the judges; Bill & Carol Benedict and their team (Registration); John Dougherty and his team (Car Corral and Flea Market); Benny Leonard (Flea Market Layout & Special Displays); Wayne Parker and his team (Field Layout & Old Car Parking); Al Iagnemmo (Flea Market - Layout and Day of Show); Clem

SULLY 2019: BEST SULLY EVER (Cont.)

Clement, Wayne Chadderton and Scott Williamson (Flea Market Layout); Greg Shepherd, his family and team (Snow Cones); Dan and Donna Lyon and their team (Information & Pin Sales); Rande Young (Pin Sales Team lead); Milford Sprecher (Publicity); Gil & Charlene Beckner (Sponsors, Trophies, Pins & Plaques & Trophy Awards); Bruce Metcalf (Flea Market Vendors); Billy Jaeger and his team (Trailer Parking Team Lead); and James Kolody (Scholarships). And finally thank you to all the other club members who helped make this show so successful.

Next year's show is Sunday, June 21 - the first day of summer. Think Sully; and think about getting your Model A to the show!

Jim Gray

Annual Meet Chairman, 2019

MOVING PICTURE CARS

Many of us old car aficionados enjoy seeing period cars in movies and pointing out what is right and wrong with the cars and the settings in these movies. Some of us know people who have participated in a filming or may have already participated on a filming. Many films are shot in the Washington, DC area, so eventually we should have the opportunity to participate. For me, no filming opportunities had been presented until about a month ago when I received an e-mail requesting cars between 1930 and 1947 needed for the filming of a movie in Washington, DC. My 1930 Town Sedan just fit that casting call! I noticed from the e-mail stream that Jason Cunningham of the club had signed up, too, so there would be at least one other Model A on site!

The film title was *Plot Against America*, an HBO miniseries of a book written by Philip Roth about what would have happened if Charles Lindberg had won the 1940 election against Franklin Roosevelt. The series is directed by David Simon of *The Wire* and *Homicide* fame and stars Winona Ryder and John Turturro.

We were offered \$400 per day for use of our cars and \$150 per day "voucher" for our time. Filming was set for the evenings of Friday, June 14 and Saturday June, 15. We had some forms to complete, provided our measurements for wardrobe and agreed to show up on Virginia Ave at 19th St. on Friday, June 15.

We had to complete a voucher for each day we worked. We were paid for 8 hrs and time and a half for overtime. This is the first situation in a long time where I have been in a position to earn overtime pay! They operate under union rules from the Screen Actors Guild.

I later learned that you can get what is called a Taft Hartley waiver for each project. When you get three, you can join the Screen Actor's Guild, if you want, which will give you a higher rate of pay and more opportunities to be an extra in films. The union initiation fee is steep and you need to pay annual dues, too.

When I arrived, I found seven other local car owners with their cars – three Model As, a 39 Pontiac, a 36 Ford, a 35 Ford and a 47 Plymouth. We also learned that the production company had brought 25 cars down from New York. These included Studebakers, a Model TT, AA and 1941 Ford trucks, a

MOVING PICTURE CARS (Cont.)

Packard, some Chevrolets, a 36 Ford and a variety of other period cars, including a Dodge taxi. We waited around for a few hours and were told to take car trailers and ourselves to Landmark Mall in Alexandria to store trailers and get fitted our wardrobes.

Arriving at a vacant Macy's, we completed forms to get paid and pick up our wardrobe. The car drivers only got shirts, jackets and hats. We saw lots of extras dressed to the nines in period costume. They looked terrific. A couple of our drivers were told they needed to shave their beards. One did and another didn't.

When we got back to the location, we moved our cars to where that night's filming would take place and most were given plastic 1942 DC license plate. Some of us with "local" period plates could keep them. Once this process was complete, we were taken for "lunch," at a catering tent for a rather nice buffet dinner with hundreds of other people. We then returned to the site of our first night's shooting, which was around DAR Constitution Hall. Most of us parked our cars on the street and a few cars, including Jason's roadster, were driven around the block for filming. We "worked" until about 2 AM and were told to return at 3:30 PM the following day. We were told that we did not have enough cars for the filming on Saturday, and if we could find others to see if they would participate? No luck on that front, although one guy in the Desoto club who couldn't get his car started in Saturday borrowed another club member's car to try and get it in the filming on Saturday.

I gave Jason a ride home and loaned him my car so that he wouldn't have all the way home and back in the afternoon in his Model A. The production company had arranged to have the antique cars parked on 1st St. overnight. Jason and I drove our cars over there so that he could park his car there for the night. A security guard came running over to tell us that we could not park there? After some discussion, he figured out that we were part of the filming so it was okay to park our cars there. After that, we wondered how secure the cars would be? Two Model A Fords parking on the street at 2 AM in an area where cars for the filming were to be parked for the night and the security guard couldn't figure that out? He seemed too oblivious to the obvious.

At 3:30 PM on Saturday afternoon, we started trickling in. Our first assignment was to go to Judiciary Square and park on D St. A few cars were driving up and down the street. It was interesting seeing the extras walk around and pose for the filming. As you would imagine, scenes were shot and reshot. We then moved the cars to Constitution Ave near the National Gallery for the evening filming.

Once we were in place, we broke for "lunch" again, this time in a DC government building at Judiciary Square. A little more cramped this time, but good food and a nice selection of dessert, including Hagen Das ice cream.

The first filming of the evening consisted of the Hero car, which is the car that the actor is supposedly driving, getting pulled over by a motorcycle policeman. This scene was filmed numerous times. I assume one of the stars was in the car, but I was too far away to know. My car again was a car parked on the street.

Later filming included having the camera truck tow the Hero car along Constitution Ave, followed by some of our cars, with others going in the other direction. This arrangement allowed for the camera to film the occupants of the car more easily. Another shooting was of the Hero car driving along

MOVING PICTURE CARS (Cont.)

Constitution and our cars were driving in traffic, in either the same direction as the Hero car, or going the other way.

There was a lot of driving on this day and some of the cars started to suffer. One of the Studebakers brought from New York was one of the first to succumb to problems. A 39 Buick was the next to get sidelined. The local 36 Ford coupe started running hot and was also out of the running. The motorcycle was a special case. The stunt driver was not able to drive a period Harley Davidson, known as a knucklehead, so a fairly modern motorcycle was used. It was not in the best shape, but it made it through the filming, although it could be hard to start. At one point, the director of the car scenes was complaining about all of the sidelined cars! Oh, the joys of putting vintage cars through their paces. My car was fine. One of the production company folks asked to drive Jason's car. He did something to it which jammed the starter, I believe.

There was a lot of back and forth and idling. Scenes were filmed over and over again. It was quite a test of our old cars. Most did very well. It was also a test for the drivers, as filming went to just past 5 AM on Sunday morning. I got home in time to get about an hour and a half of sleep before getting up to go to Sully!

In spite of the time I spent and all the waiting and the long hours, I did enjoy the filming. I like driving my car, so I really enjoyed the scenes where I was driving. It was interesting learning about how the filming was done. It was also a change of pace. Lots of good old car conversations with the other participants, too.

We did not see any movie stars, as far as I know. I am not even sure whether David Simon was on location? The crew had set up a bunch of director's chairs at the Constitution Ave location that included his, but we were not close enough to that area to figure out who was who?

Logistically, the filming is quite an operation. Films take an army of people, from the wardrobe people, the hairdressers, the caterers and all the production assistants.

There were probably half a dozen people involved in directing the car scenes. It was difficult to tell who was in charge? I think the main person was a guy named Tommy who wore a scarf. He was called Tommy the Scarf. The production team had toy cars that they would use to demonstrate what they wanted the cars to do in the scene. As we were finishing each scene as we got closer to 5 AM, I dreaded hearing "let's reset," come over the walkie-talkie.

The couple who had brought the 39 Pontiac came dressed in period clothing. I believe the driver had had his wardrobe approved by the film's wardrobe people. His wife, who had come along, apparently had not been approved. She had a wonderful hat with a thin feather coming out of the top. On Saturday, the woman who had organized the local cars was confronted by the wardrobe manager of the production company about the wardrobe of the wife of the Pontiac driver. She said that she had not approved the wardrobe the woman was wearing. The wife had to remove her hat and wear one that was closer to the style worn by the other women.

When you are filming, you have no idea if your car is in the scene or if it is filmed, or if it will end up in the final cut? I guess I will need to watch the series to find out! Given Jason's work on Friday night, I think there is a good chance he will be in the final film.

Milford Sprecher

BERRYVILLE STEAM SHOW 2019

Quite a fine day for us tromping thru the dust and cool weather looking a wonderful at the necessities and other junk under a light breeze and no stress and strain of day-to-day life. I loved every second of the plan. Jim Gray, Benny Leonard, James Kolody, Dave Eadie (train bud), Dan Danielson and I were ready for a Steam day.

Here is what I saw and felt: Great camaraderie amongst us having a boy's day out at the famous Shenandoah Valley steam show. Each played his part well and we all felt better for the exercise and friendship.

We left my place at seven AM semi- sharp and headed for Dan Danielson's home with Jim driving my repaired van; operational now after repairing some significant damage from a crash in April. Out of Dan's after a stop for necessity and enjoying a final look at Dan's fine 28 Model A Ford Tudor (She is heading for Ohio). Washington-bound I66 was plugged up with idling cars but west bound was clear as the big crash was upstream from us. We arrived at Berryville at 8:58 and commenced fleaing in the Swine Barn.

VP Luke showed up soon thereafter as did Bruce. (Bruce had reported earlier in the week that the past storms were gone and the grounds were dry and ready for us). The first thing I found that I needed was a tractor radio in a red case, I was counseled that I did not need such. Whattatheyno? I have an antenna on my truck, but no radio. Never mind that it probably does not work: It is the



appearance of the possibilities of soothing love songs belching forth that is the thing.

At the best shed of the show we found a plethora of treasures. Jim studied a brass carb but it was not up to his standards/needs. Dan found a nice place to rest and survey the entire scene of good stuff. There was a manikin with a full-size wedding dress on and with a 2-year-old child next to her! What a fun present that would be! Somewhere Benny found the \$1 tool pile. We need a cheap 5/8 open wrench to fix the Warhursts' 30 Fordor Model A. Luke found Benny a Ford brake wrench. Benny needed it.

To our horror the hot bean soup establishment was no mo! Turns out there is a new outfit in town and they have a food trailer with a kitchen and outside lash up for steam. They have a permanent shed for sitting down souping family style. Everybody there is our friends so we compared stories and photos (one guy knew Jim Cross and sold him his white 1909 Buick). This chat time is so special to all of us. Not to be done in a rush or hostile. Let the stories flow!

King of Jack's junk was there by the old oak tree. He brings only of heavy tools and stuff. How he hauls all that stuff by himself I don't know. I was looking for the yellow mushroom jack he offered 2 years ago. Gone. He has 5 railroad jacks. Man, they are heavy!

A lady in the turkey shed has 4 hand carved critters. I love them. They're nicely carved and all with tops that opened. They were painted flat black. She had a turtle, ~~chicken~~ duck, and two other critters. I liked the chicken the best except it was a duck. Turned out that her hubby had painted all 4-flat

BERRYVILLE STEAM SHOW 2019 (CONT.)

black. Black is beautiful, but not on these “objects da art”. I could not see the wood grain or inside the small holding area. There was a nice airplane model of a Ford B-24 on a stand that said P-47.

They also had 2 boxes of broken HO trains, minus the loco and cars...A vendor had two spy cameras/ with big lenses which attracted no interest from us.

All in all, if you couldn't find something you needed, I don't know what you were looking for.



At 11:00 the soup was almost ready and we lined up. Pretty good soup we decided; for soup. Lots of thin stock on top, but plenty of white beans and ham in the soup. Raw onions made it perfect. We were off at 1 PM to view the rarities that were to be auctioned off Saturday morning. Lawn mowers, junk, huge tires, junk, vacuum-less vacuums, junk, farm equipment and junk. Didn't get out of the truck; nothing deserved a closer look.

We were invited to Loretta and Bruce's for chat and snacks in their lovely home. This is a big deal and a long- looked forward to event to all of us; they are such gracious hosts.

Then off to take Dan to his Toy Trains and Collectable store and on back to my home.

(I'm just reading that an asteroid just whizzed by 43K miles from us. Glad it missed... I'm thrilled at that good stuff was not thrown up into the atmosphere by an asteroid hit!)

Clem Clement

PIG PICKIN' AT THE WARHURST ESTATE SATURDAY, SEPTEMBER 14, 10 AM – 3 PM

Billie Warhurst has graciously invited us to hold our annual Pig Pickin' at her house (5709 Quietbrook Road, Fairfax, Virginia) again this year.

We will gather there on Saturday, September 14, 2019 from 10:00 AM to 3:00 PM. Bring your **Model A Ford**, lawn chairs and expect good weather, and a relaxing time. **Model A Ford vehicle attendance is requested.** The Warhurst family would like to see our cars.

Come join your fellow Model A Club members for an afternoon of Model A's, good food, and lots of fun with family and friends. There will be a catered lunch, the same as at the Jaeger picnic last year, pulled pork or chicken and pulled beef, cold slaw, potato salad, rolls, plus all of the fixins. Bring your lawn chairs. By popular demand, plans include a BINGO game, with prizes (Even better than last year!).

PIG PICKIN' (CONT.)

The cost of the picnic is \$5 per member household, \$10 for each guest who is not a member of your immediate household. Please bring a dessert to share if your last name begins with the letter A - M; Please bring a side dish if your last name begins with the letters N - Z.

Please let us know you are coming, by sending an email to ry5058@gmail.com by Friday, September 6th, so we can give a head count to the caterer. If you haven't paid yet, I will collect your \$5 at the door. If you are paying by check, please make it out to "GWC MAFCA, Inc." We'll have a sign-up sheet at the August 21 general membership meeting and details will follow.

We need volunteers for the set up day for the picnic on Saturday, September 13th. Please let Rande know by email if you can help out with the setup.

See you at the picnic.

Rande Young



MEMBERSHIP REPORT

Lazy days of summer. Good time to take a drive and meet people that might be interested in the club.

SUNSHINE REPORT

Although not a member of the GWC, Vern Parker has been associated with us and our cars for many years. I felt it was important to let the club know that Vern's wife, Karen Parker, passed away on July 1, just shy of her 72nd birthday.



Here's what I know, condensed from: <https://www.covenantfuneralservice.com/tributes/Karen-Rae-Parker>

Karen Rae Parker, 71, of Stafford, Virginia, passed away on Monday, July 1, 2019. Karen was born on July 11, 1947 in Fort Benning, Georgia to Maurice Wesley and Aura Charlene Kendall. An Army Brat, she lived in multiple places around the world including Japan. She attended Kansas State University, where she received a Bachelor's degree in journalism in 1969, and where she met her

SUNSHINE REPORT (Cont.)

husband, Vernon, to whom she was married on December 22, 1967. They lived in Rhode Island for 16 years and had four children before moving to Virginia in 1985.

Karen worked as a Security Officer at Madison High School in Vienna, Virginia for 17 years until retiring in 2005. Faith, family, friends, and her pups were most important to her. She was an avid dog lover and rescued many dogs in need. True to her personality, a quote assigned to her as a senior in high school was "her laugh contagious, her wit outrageous." Karen made the world a more colorful place and her quick wit and sense of humor will truly be missed.

Karen is survived by her loving husband of 51 years, Vernon; two sons, Scott and Derek, and two daughters, Amy and Heather; 10 grandchildren; and her brother, Col. John Michael Kendall. Karen was preceded in death by her mother, Aura Charlene Kendall (Gross), and her father, Major General Maurice Wesley Kendall, USA (Ret.).

Karen was buried at the Quantico National Cemetery on July 9, 2019. If you would like to honor her memory, consider making a donation to the Evelyn D. Reinhart Guest House (reinharthouse.org), or to the Foundation for Women's Cancer (foundationforwomenscancer.org).

Jim Gray

Sunshine Chair



The World's Largest Selection of 1909-31 Ford Parts

Snyder's
ANTIQUE AUTO PARTS

12925 Woodworth Rd. • New Springfield, OH 44443

Toll Free Ordering (888) 262-5712
or FAX (888) 262-5713

Order On-Line @ www.snydersantiqueauto.com

FREE Fully Illustrated CATALOG
\$10.00 outside the U.S., Canada, & Mexico

The advertisement features a circular logo with a Ford emblem in the center, surrounded by the text "ANTIQUE AUTO PARTS".



SALAMANDER RESORT – MIDDLEBURG, VA

The 7 Loaves Charity Organization is holding a recognition event for their volunteer members and contributors on Sunday, September 8th from 1:00 – 3:00 PM at the Salamander Resort Equestrian Center in Middleburg, VA. As part of this event, the organizers would like to have some antique/classic cars displayed for their guests to enjoy and have invited members of GWC and the Early Ford V8 Club to attend the event with their vintage cars. The event will also include a falconer demonstration as well as some other interesting activities. Complementary BBQ, wine, beer and soft drinks will be provided by the Salamander to club members who drive and display their Model 'A's for this event. GWC member John Leydon has invited Model 'A' and NVRG Club members to stop by his "man cave" garage in the Village of Aldie for coffee and pastries + rest stop on the way to the Salamander event. We will also visit the National Sporting Library and Museum in Middleburg briefly before driving to the Salamander Resort. After the Salamander event, the V-8 Club plans to take a scenic drive from Middleburg to The Plains on Halfway Road (Rt. 626), then on Routes 55 and 29 back to Fairfax. Any GWC members who would like to join them are welcome.

SALAMANDER RESORT (Cont.)

So, on Sunday, September 8th, you can either head independently to John's workshop at 10:00 or gather at Fair Oaks Mall in time to depart at 9:30 AM sharp. The meeting place is on the Rt. 50 side of the Mall across from the Marriott Hotel and next to the perimeter road. (Of course, and especially for those out in Western Loudoun County, you can just drive your 'A' directly to the Salamander at 12:30).

If you would like to participate in this event, or if you have any questions, please let John Leydon know, as soon as possible, by email at jkleydon@gmail.com or phone at 215-478-1936. This is a great opportunity to display our buggies at one of the premier destinations in our area, and might be an especially fun adventure with the Early Ford V8 Club. Directions to John's place in Aldie and the Salamander Resort will be sent to all respondees.



WINERY CLUB TOUR

Looking for a short one day trip to the country for a picnic? Doukenie Winery will hold their Harvest Fest from 10AM to 6PM at the winery in Hillsboro, VA on October 19th. The Harvest fest is an all day event at the winery. Focused on Family and small groups, there will be music and food available. They will also be offering hayrides through the vineyards. And last but not least, wine... at a 10% discount for those driving a Model A.

The Winery Manager will make space available on the lawn near the pavilion for parking all the Model A's that wish to make the trip. He will also be available, time to be determined, to answer any and all questions pertaining to the production and processing of the wine and if you are lucky, assist in the process if it is still going on.

So grab a chair and picnic basket and enjoy a scenic drive through the Virginia countryside to this spectacular vineyard. Drive time from Fairfax to the winery is a little over two hours to target an arrival. Prime time for the A's would be from about 11:30 to 2:30.

If interested, mark your calendars and RSVP to Wojo at foliageviewfarm@gmail.com . He would like to know about two or three weeks in advance how many could be anticipated so that he makes sure no one else sets up a stand or picnic where the A's would be parked...

Link for additional details, maps, etc. about the winery... <https://www.doukeniewinery.com/>

CLUB APPAREL

To go along with the new GWC logo, we are changing how we can individually purchase shirts, hats, etc. with the club logo. For starters, go to <http://www.gwcmodeleda.com/logos.asp> There are several custom apparel businesses listed where you can upload the logo file and get just the style and color of shirt, hat, sweatshirt, jacket, or whatever you want. This is a great time of year to update your GWC wardrobe; all the cool kids are doing it!

FLAT HEAD FORD



ENGINE REBUILDING

REBABBITTING

PRECISION LINE BORING

MODEL T, A, B, V8 FORDS

OUR SPECIALTY

Schwalm's

BABBITTED BEARINGS

ANTIQUE FORD ENGINE REBUILDING

ORA LANDIS

(717) 687-6976

20TH ANNUAL LABOR DAY CAR SHOW

Automobile Enthusiasts,

The 20th Annual Labor Day Car Show sponsored by the Clifton Lions Club and the City of Fairfax is fast approaching. This year's show will again be held on the streets of the City of Fairfax beginning at 8 AM on September 2nd, with awards presented at 2:30 PM. This is a family-oriented charitable event with over 300 show cars and 5,000 spectators expected to participate. See the attached program and show car registration form for details or visit our web site for additional information <http://www.labordaycarshow.org/>.

You are invited to participate in the show either with a display vehicle or spectator. Show Car registration fees are only \$15 for applications received prior to August 28th and \$20 on-site. You can register by either completing the application online at <http://www.labordaycarshow.org/registration> or mailing in the attached registration form. Sponsorships with special recognition are also available. Hope to see you at the Show!
The Labor Day Car Show Committee

Mark Your Calendar!
December 2nd - 5th
Claremont, California

Registration Now Open!
www.2019NAB.com
Early Bird Discount



DOUBLETREE
BY HILTON

Claremont, California
(909) 445-1831

("NAB" Group Discount Code)

Register Online at

www.2019NAB.com/hotel

\$129 ++ per night

The Pomona Valley Model A Ford Club invites you to...
GET YOUR KICKS ON ROUTE 66!

- Come stay in Southern California, known for its fun in the sun.
- Enjoy our festive welcome reception with music performed by local Model A Owners & Musicians.
- Visit the historic National Hot Rod Association Car Museum.
- Experience the amazing Sam Maloof Home & Gardens Tour.
- See Technical & Information Seminars presented by some of the best-known names in the Model A community, *all in one place!*
- More than eleven events scheduled with something for everyone.
- Event Information and Registration Forms are now available on the National Awards Banquet website at **www.2019NAB.com**

MODEL A MUSEUM BUS

From well known Model A fan, Ken Ehrenhofer: First of all, Thank you so much for supporting our project to restore a bus for use at the Model A Museum and the Gilmore. In our efforts to raise money to help cover some of our expenses we are offering a raffle. The prize is a trip for two to Burbank California to visit the Big Dog Garage owned by Jay Leno. I have attached a flyer asking for a donation giving all the information as to where to send any money being donated to our wonderful project. I have also attached a flyer asking for people to sell tickets to win this prize. We are hoping all Trustees and all regions will call us and let us know how many tickets they would like us to send them so they can offer them to club members, friends and family. So please call me or the MARC office to request raffle tickets for you to sell. In a few years we will be going for a ride in our bus at the Museum and it will be our efforts now that will make that possible. Thanks so much for your ongoing support, Ken

REMINISCENCES OF ALBERT O. ROBERTS, ENGINEER FOR FORD MOTOR COMPANY

I have written before about the oral histories of early Ford Motor Company employees. These were collected in the 1950's and are a fascinating look into the workings of Ford, of Henry Ford and Edsel Ford.

Albert Roberts was from a North Carolina tobacco farming family. He developed an early interest in getting away from the farm and took a correspondence course in auto mechanics. Around the same time, his family bought a 1914 Model T and he was designated driver of it when they took it out on weekends.

Albert went to what is now Duke University to study civil engineering. When the U.S. entered World War I, he wanted to join the marines, but his professor at college suggested that he go to work for the shipyards in Newport News. After the war he moved to Philadelphia and took classes at Drexel and worked in various industries in the Philadelphia area. He designed cookware and even invented a salt shaker that he patented and wanted to take to market. He also patented an improved internal combustion engine.

Roberts ended up in Detroit while working for Budd and when he found himself out of a job, when to work for "Fords" as he, and many others, called Ford Motor Company.

As with other engineers at Ford, he had a variety of tasks, many of which were whims and interests of Henry Ford. His projects included, clocks, saw mills, steam engines, plate glass grinding, tomato juice plant conveyors, rear engine cars, V8 and 6 cylinder engines and planetary transmissions.

One task was to recreate Henry Ford's second car, with just a carburetor and drawings to go from. Roberts also discussed how Henry Ford would give competing orders to two groups of men just to see how it would turn out? He also killed projects arbitrarily.

Roberts was working on a planetary transmission for the Model A and, according to him, the car was held up for a year because of it. Henry finally relented on putting a sliding gear transmission in the Model A. One challenge with the development efforts on the planetary transmission is that Henry Ford wanted to keep a third pedal for reverse. Development efforts continued and Roberts maintains that they could have had a planetary transmission ready for production in 1933, but Henry wanted it to be standard, not an option.

REMINISCENCES OF ALBERT O. ROBERTS (Cont.)

In 1940, Henry Ford moved Roberts to the rebuilt shop in Greenfield Village where he build his first car. He told Roberts, "This is where I built my first car and it is where I will build my last." He told Roberts to build a 4 cylinder, rear engine car with a planetary transmission. Henry told him not to let anyone in. Charles Sorensen came by and wanted to go in, but Roberts told him that he was instructed not to let anyone in. Sorensen was angry, but did not go in.

The car they built had a tubular backbone frame, a DeDion type rear axle. The engine hung out of the back and could be removed by six bolts. It had transverse springs and a planetary transmission in the back. The put a seat on and drove it around, noting that it got 51 mpg of gas. He said that there was no interest in a small car for the U.S. market, so nothing further was done with it. It sounds a bit like what Volkswagen did at around the same time.

Roberts also tested the Ferguson plow system that was brought to Ford. It worked as advertised, but Ford lost money on every tractor it sold and was sued by Ferguson and settled to the tune of \$50M.

During World War II, Roberts lost touch with Henry Ford because Henry was not much interested in the war work the company was doing. Roberts invented a ranger finder for anti-aircraft guns, but radar came along and made it obsolete.

Roberts worked for Ford until 1958, when he retired. These oral reminiscences can be found at <http://cdm15889.contentdm.oclc.org/cdm/landingpage/collection/p15889coll2>

Milford Sprecher

COMING EVENTS [CLUB EVENTS ARE IN BOLD]

Calendar as of August 1, 2019

August

14 - CDC at the Silver Diner

21 - **GWC August Monthly Meeting** <http://www.gwcmodela.com/>

28 – **GWC BOD Meeting**

September

2 – Labor Day Show in Fairfax (not in Clifton anymore) <https://www.labordaycarshow.org/>

14 – **GWC Pig Pickin' Picnic.**

11 – CDC at the Silver Diner

18 – **GWC September Monthly Meeting**

*Restoration and Repair

George's

*Automotive Sales

*Automotive Storage



*Automotive Transportation

Automotive Restoration

(703) 969-1715

RENNER'S CORNER

Better than new!

EARLY FORD PARTS

Specializing in 1928 thru 1934
4 cylinder
PARTS & REBUILD KITS

David Renner
734-428-8424

www.rennerscorner.com

WANT ADS

For Sale:

REBUILT MODEL AR ENGINE

Rebuilt Model AR engine stamped A2803, indicating Dec 1927 production.

This engine was built up by Stan Kachel and Herchell Brummitt to go in Stan's early AR Tudor over 20 years ago. The Tudor was inherited by Stan's daughter, but she has decided she doesn't want the engine. I don't believe the engine has been run since it was rebuilt.

Comes with unattached Manifold, Flywheel housing and Bellhousing, but has no ring gear, pedals, flywheel or clutch.

Comes with engine hoist and engine stand. \$2,200.



Jim Gray
703-250-1991 (H)
410-353-0381 (C)
Jrg240z@cox.net

For Sale: (Cont.)

1930 Model A Roadster

I'm selling my 1930 40b Rumble Seat Roadster. It was fully restored in 2009 and earned 500 points at the MARC touring class at French Lick in the same year. It is also an AACA Senior First class award winner. It has all the side curtains and hardware, 3X spark plugs, Stainless stone Guard, Stainless Luggage Rack, NOAH car cover, and seat belts in both the front and rumble. I have installed a modern fan blade and the Ford Script battery was replaced, these items will have to be replaced to be a 500 point car again. It is in Madison, Alabama, but I can transport to Northern Va. for a reasonable fee. I can send many more photos if interested.

Asking \$24,000

Please contact Doug Cox

cougarcdr06@gmail.com



1930 Ford Model A Town Sedan

Offered for sale by George, of George's Automotive Restoration, is this beautiful, fully restored, 1930 Ford Model A Town Sedan. This Briggs bodied stunner was restored to an extremely high standard by none other than Tom Kortisses, during his tenure as tech guru, at Bratton's Antique Auto Parts. Painted a gorgeous teal with brown mohair interior, it is accentuated by a host of accessories and options including a thermo quail radiator cap, fog lamps, hood prop, Rex-A-Co temperature gauge, and a charming flower vase. Vehicle is fresh with just under 6,000 miles on the odometer and an undercarriage that is as clean on the underside, and as it is on the top. Although it may be mistaken for a show car, this Model A was restored to perform as good as it looks, with a completely rebuilt

For Sale: (Cont.)

drive train, and modern mechanical upgrades including a Nu-Rex extra high output alternator, and 8-volt battery, as well as safety upgrades including turn signals, and fuse mount.

Asking \$26,900 OBO
Please contact George
703-969-1715



1931 Model A Victoria 190-A

I plan on liquidating my Victoria and all associated parts and accessories. The project is in good restorable condition. In addition to the parts that make it a complete car there are many parts that could be used in the restoration or sold. (Two engine blocks, transmission parts, gasket kits, extra wheels, water pumps, brake parts, electrical parts, and many more). I am in the process of getting

For Sale: (Cont.)

everything organized and together for inspection. Please call/text or send email you are interested or have questions. Asking \$7000

Please contact Gary Fairgrieve

703-477-3816

GFairg@gmail.com

