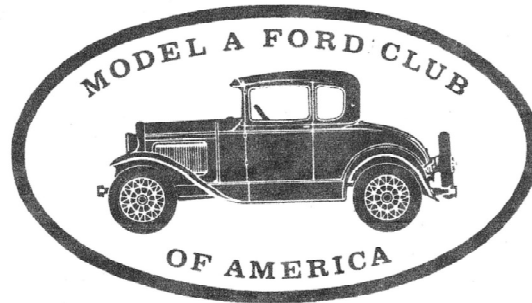
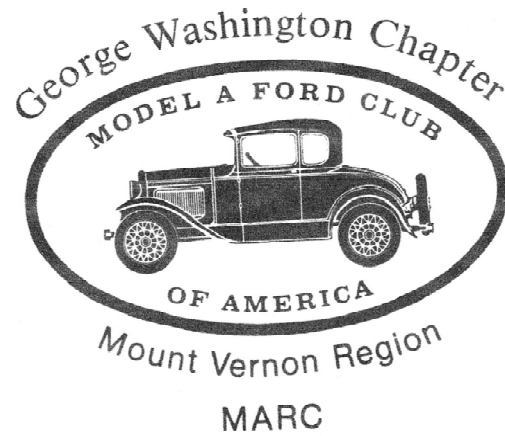


**A History of the
Mount Vernon Region,
Model A Restorers Club ----
George Washington Chapter,
Model A Ford Club of America**

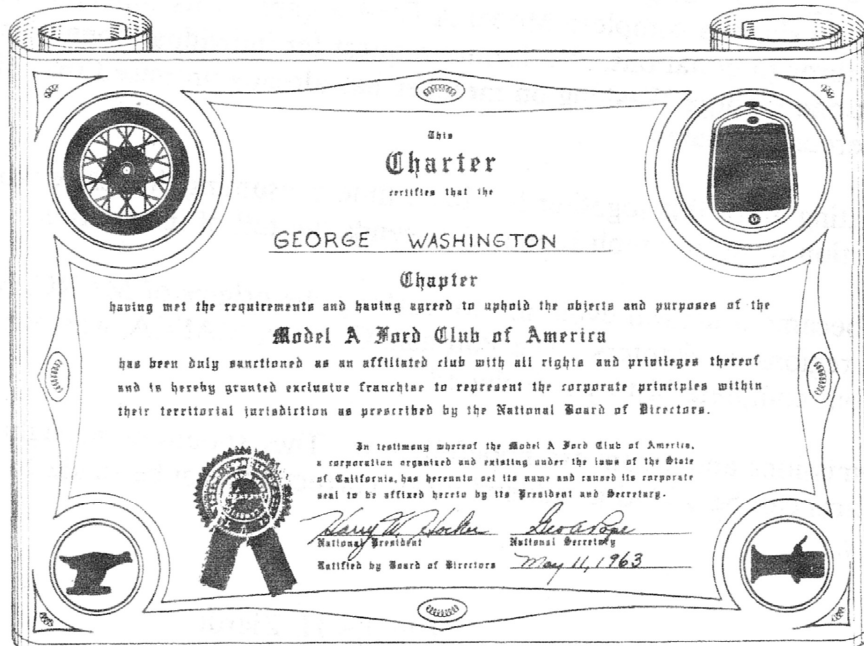


A History of Model A Ford Clubs, through the Potomac Chapter, Model A Ford Club of America to the George Washington Chapter (MAFCA), Mt. Vernon Region, Model "A" Restorers Club (MARC), and Model A Clubs Spawned by the George Washington Chapter.

The date is 1st. January, 1962. This is the original MARC charter and correct Mount Vernon Region charter, replacing the 1st. February, 1978 re-charter.



This is a photocopy of our original MAFCA charter of May 11, 1963. The original is kept in our archives, framed for protection.



FOREWORD

During World War II and for five years following, cars were scarce beyond belief. the competition to get a new car after production resumed was keen. New cars were rigidly allocated with different priorities according to occupation. a Detroit radio disc jockey formed an underground network to provide himself and his friends with new cars. Public outrage was such that, in addition to penalties imposed by law, the guy simply disappeared to escape bodily harm.

Old cars were nursed along and repaired. People began to locate and use Model A Fords. Being rugged, reliable, and available cheaply, the Model A's filled a very large need. It was a logical step to keep up the Model A's after new cars were readily available. The war may have been a major factor in the birth of the antique car hobby. The Model A owners had a common interest in this marvelous old Ford, which has provided necessary transportation for so many of them all through the war. They began to join together as loosely formed groups, socializing, exchanging technical information and parts. they then organized more formally, and the end results were the "world" clubs: Model A Restorers Club, Model A Ford Club of America, Antique Auto Club of America, and others.

J. Peyton Randolph, President of our Club in 1988, asked if I would tackle the job of developing a club history. It was easy to accept, as I had felt for a long time that we needed a permanent documentation of our origin and development. I further felt that we should establish a permanent archives, filed as portable units so that members could sign them out for study. Photographs of club charters and of club events would be included, as would our Ford Script, meet programs, Board of Directors' minutes, all issues of The Restorer and the Model A Ford, all volumes of How to Restore Your Model A Ford, Judging Standards, Henry's Lady, The Ford Model A, and all of the others -- in short, a complete Model A Ford library. This collection has already been started through donations. No formal request for individual donations has been made as yet, but one George Washington member has already promised that his collections will be generously donated.

Getting all of this together has been time-consuming, intensive work, but the satisfaction in its accomplishment transcends the toil of its creation.

It became a natural evolution to work up the origins of MARC, MAFCA, and many of the regions or chapters. The Potomac Chapter, MAFCA, was our parent club, and a short but complete history is included.

Omissions and errors are hopefully few. They should be brought to my attention so that facts can be added as addendum or corrections can be made to a new edition of the history.

Charles H. Zierdt
March 2, 1990

was already publishing its own journal, The Restorer (Volume 1, Issue 1, May-June 1956). Model A owners evidently were starving for technical information, as The Restorer was an immediate success. But the national MARC did not publish it. The Southern California Chapter published it. Thus, the tail began to wag the dog. Throughout these developments Bill Hall, founder and President of MARC, at no time alluded to the dissension in print. But, the national MARC denied the regional club's proposal. At this point the regional club separated from MARC, and with the publication of the September-October 1957 issue of The Restorer, had changed its name from the Model A Ford Club of southern California to the Model A Ford Club of America (MAFCA). On October 21, MAFCA became a non-profit corporation in California. Things moved rapidly, and Model A Ford clubs around the country began to apply to MAFCA for chapter status. Charter ratification of the first ten chapters follows:

- | | | |
|-----|--|------------------|
| 1. | Bakersfield, California/Bakersfield Chapter,
Model A Ford Club of America | January 21, 1958 |
| 2. | Edwards Air Force Base, MAFCA | February 5, 1958 |
| 3. | Potomac Chapter, MAFCA | April 8, 1958 |
| 4. | Delaware Valley Chapter, MAFCA | April 8, 1958 |
| 5. | North Jersey Chapter, MAFCA | April 8, 1958 |
| 6. | Evergreen Chapter, MAFCA | August 3, 1958 |
| 7. | Wisconsin Chapter, MAFCA | November 5, 1958 |
| 8. | Long Island Chapter, MAFCA | March 6, 1959 |
| 9. | Capitol Chapter, MAFCA | May 15, 1959 |
| 10. | Santa Barbara Chapter, MAFCA | August 15, 1959 |

Meanwhile, MARC's headquarters was at 1127 Raymond Avenue, Glendale, California, in August, 1957. This was short-lived, and headquarters was moved to Dearborn, Michigan, in 1959, where it has remained, at various addresses, and is now at 24822 Michigan Avenue, Dearborn, Michigan 48124.

In the spring of 1989 MARC and MAFCA together published the new and much larger Model A Ford Judging Standards, as a joint MARC-MAFCA collaboration. Many individuals expert in aspects of Model A's worked long and hard on this.

MAFCA chapters follow no constitution supplied by the national Headquarters and Board of Directors. Each devises its own. Some have membership limits, as did the George Washington Chapter. The only way to get in one of these chapters was to wait for a vacancy. One chapter has an eleven member limit. The treasuries vary from "in the red" to \$100,000 plus. Such rugged individualism in by-laws may reflect the independent nature of Model A owners.

MODEL A RESTORER'S CLUB (MARC)

AND

MODEL A FORD CLUB OF AMERICA (MAFCA)

The year 1990 marked 31 years that MARC has been headquartered in Dearborn, Michigan. Ken Keeley has been the Editor of MARC's Model "A" News since the Jan.-Feb. issue, 1983. Ken lives in Chicago. Sidonia (Sid) DeAngelis was Office Manager for 27 of those 30 years. George DeAngelis was Editor for 25 years. Nicholas Markes is now Officer Manager, and Marian Hierholzer is Membership Secretary and general question answerer. You can't find friendlier, more helpful, nor more knowledgeable people.

MARC was founded in 1952 by William Hall, in West Hartford, Connecticut. Bill remained as President through 1959. President for 1960-61 was Kenneth B. Brewer of Chicago, Illinois. For 1962 the President was Edward A. Breedon of Cuyahoga Falls, Ohio. The club's mailing address changed from Bill Hall's home in Hartford to his new home in Zanesville, Ohio, in 1958; and the center of activity moved to Ohio. MARC's earliest newsletter was simply called the Bulletin, and its Editors were Roger Knight, J. L. LeRoy and Dave Jenkins. The name was changed to MARC News in February, 1955, and to Model A News in October, 1959, along with a new book-size format. A detailed MARC history by Al Lepore is in the Model A News, volume 37, March-April, 1990. Bill Hall was kind enough to send a photograph of himself just a few days before this history went to press.

Bill Hall received a number of awards for founding and selflessly developing the club. The first MARC national meet was held at Dearborn Village in August, 1955.

National headquarters, MARC, was moved to Box 3383, Glendale, California, August 1, 1957, as Bill Hall moved once again. Bill Hall is a widower now. He has returned to West Hartford and is still very active, organizing the International Antique Toy Shows, and running his wood working shop.

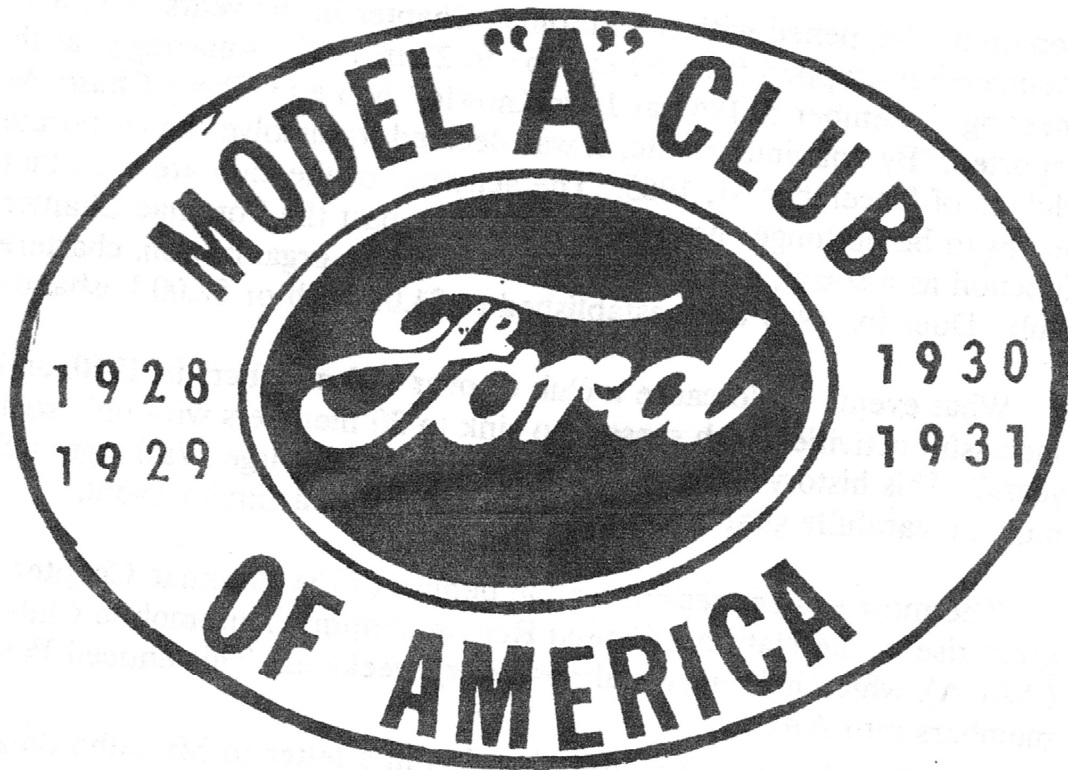
During this transition period, a MARC Region, the Model A Ford Club of Southern California, become disenchanted and proposed that it "be empowered to transact club business and reorganize the administrative structure of the club (MARC) on a temporary, emergency basis during the interim period and until such reorganization can be completed." The explanation given was that "unsuccessful attempts were made to correct an unsatisfactory condition with the old "parent club." That club was the Model A Restorer's Club (MARC). The "old" club at that time was five years old! As further background to this move, it should be noted that the Southern California chapter (organized in 1955 and headquartered at 6924 San Fernando Road, Glendale, California)

POTOMAC CHAPTER, MAFCA

No Model A club was formed earlier than the Potomac Club, the parent club of George Washington Chapter. The beginning of this went back to 1949, when Willard Kidd began to drive his 1931 Roadster to his job as Bridgetender on Washington, D.C.'s Memorial Bridge. At that time Memorial Bridge was a drawbridge. Willard parked his Model A on the Virginia side of the bridge, where it attracted lots of interest and curiosity. Six of those who stopped to talk were fellow Model A owners: Jim Leatherwood, Jack Knowles, Lincoln Avery, Earl Shade, Lee Collins, and Cliff Brown. With Willard Kidd they formed a club in 1952, a club with no name until 1956, when they called it the Model A Club of America (MACA). A contest for design of the official club emblem was won by Louise Knowles.

Although Jack Knowles, in a 1987 letter to Potomac Club members, recalled the name as "The Model A Ford Club of America - MAFCA", this was not correct. The acronym used was MACA, as seen in the accompanying club newsletter (mimeographed at that time), Volume 1, No. 2, of July, 1956, and in a meeting notice.

The word "Ford" was in the middle of the emblem, not in the running line of the title. Thus, it did not precede the name used by the California club.



Club emblem, designed in 1956 by Louise Knowles

Jack Knowles and the other members acquiesced to the dilemma of two clubs with similar names by agreeing to become the Potomac Chapter of the Model A Ford Club of America. The Potomac Chapter charter was ratified by the MAFCA Board of Directors on April 8, 1958, and signed by President John L. Gold and Secretary Dora J. Hodge. Most Potomac Chapter members lived in Virginia and the District of Columbia.

The new club, already vigorous and exciting, rapidly increased membership to 58 in 1959, with 38 of these being national club members. There were 82 members in 1961. The club year began September 1 at this time. All of the MAFCA chapters had only 1,402 members.

Potomac Chapter was unusually active. In 1958, from May through October, the club had fifteen outings, with good attendance at all. This was a typical active year for the club at this time. The Potomac chapter garnered more than its share of trophies for Model A restorations during a long period of years.

The first antique automobile meet held at the U.S. Soldiers' Home (now the U.S. Soldiers' and Airmen's Home) was organized by C.D. "Cliff" Brown and Jack Knowles of the Potomac Chapter for August 17, 1958. This popular meet is still held - a span of 30 years. Cliff, until his recent retirement, was Chief of Recreation at the home. Cliff holds the Potomac Chapter papers at this time.

The Potomac Chapter newsletter was called The Flying A News by February, 1960. It was also seen simply as The Flying A. The newsletter logo is shown here on a following page. The name was accompanied by a drawing of the Model A quail, 1930-31 style.

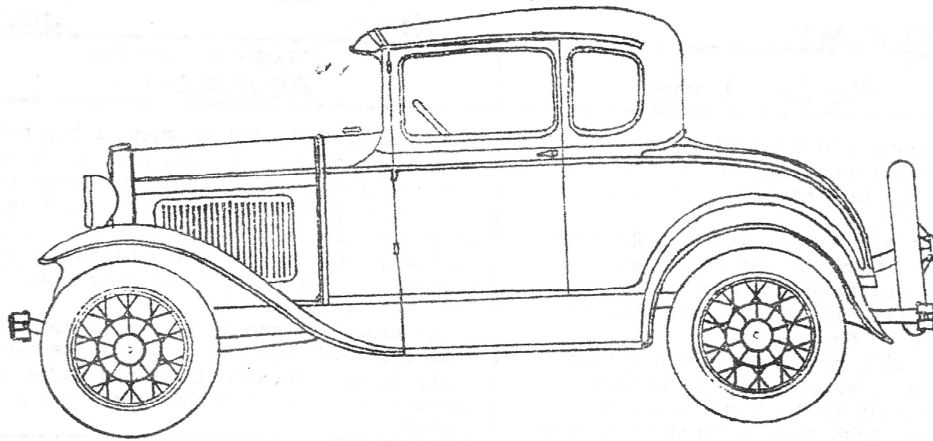
Something happened with the Potomac Chapter in the years 1961-65. Roster membership dropped from 82 in 1961 to 22 in 1965. Amazingly, at the annual business meeting December 5, 1965 at Jack Knowles' home in Chevy Chase, Maryland, this was reported, "By unanimous vote, it was decided to dissolve the corporate structure of the club as of December 31, 1965. The activities of the club are such that incorporation seems to be no longer necessary. As in the past the Potomac Chapter will continue to function as a social, recreational, and non-profit organization, chartered by the national club. Dues for 1966 were established at \$1.00 each or \$2.00 husband-wife membership."

What events could cause a club of over 100 members in 1960, and about twenty successful activities each season, to sink to 20 members with only social status within five years? This history should be a warning to the George Washington chapter that success must be carefully guarded and nurtured to avoid a similar event.

The most evident reason for the demise of the Potomac Chapter seems to be the great rise of the National Capital Region, Antique Automobile Club of America (AACA), which held events almost every weekend. This enticed Potomac Chapter members into AACA.

Jack Knowles described this situation in a letter to Mr. John Smarge, Editor, Intake and Exhaust (newsletter), National Capital Region, AACA. In this letter, Jack outlined what I have described above, and essentially turned over Potomac Club sponsorship of the soldiers' Home meet to AACA.

The dues for the Potomac Chapter were too low, at \$1.00 a year, to sustain the club as regards newsletter and activities. As a result, The Flying A News, unfortunately changed frequently in size and printing, was often only one page, and was not regularly published.



The Coupe

1930

*This is to advise that the
next meeting of the MPCA
will be held at the Annandale
High School, Annandale, Va.,
Saturday 26 May 1956,
at 2:30 P.M.*

W.L. Collins
SEC. M.P.C.A.



MACA



VOL 1 162

NEWS

JULY 1956

Picnic Time

Instead of holding a regular meeting as usual, it was decided at our last meeting to have a picnic.

It will be on Saturday, 28 July 1956. Saturday was chosen as opposed to Sunday because of the traffic jams which occur without fail on Sundays.

It will be held on the Maryland side of White's Ferry. Members residing in Maryland or the DC area might find it to their liking to travel the Maryland route? However should they like to go with those members living in the Virginia area they should meet at Willard Kidd's house, 832 Arlington Blvd., Falls Church, Virginia, at 10:30 AM.

Our ETA at White's Ferry will be approximately 12:30 PM. Members will bring their own food, the club will furnish soft and hard drinks.

TAKOMA PARK PARADE

The MACA participated in another big parade on the 4th of July. It was held in Takoma Park, Maryland, celebrating Independence Day. Only six (6) "A"'s showed up, John Knowles 29 coupe; Lee Collins 29 roadster; Hardy Irwin 30 Station Wagon, Jim Leatherwoods 29 roadster (downdraft), Al Swezy 30 Cabrolet; and Charlie Padgett's 30 Roadster.

The crowds of people seemed to appreciate our cars far more than the judge; as we came home empty handed. Perhaps if we had had a better turnout of "A"'s we would have fared a little better.

MACA WINS ANOTHER TROPHY

For our eye catching performance in the Peace Cross parade we were awarded a beautiful trophy. It is gold plated cup with a white plastic base. To be shown at the coming outing. Perhaps it would be nice if all of the trophies won would be brought to the outing site this Saturday 28 July 1956 - perhaps some pictures would like to be taken.

HELPFUL HINTS

For those who have the original wheels it is a good idea to put rubber electricians tape on your wheel wrench which will keep from chipping the paint when removing the wheel lugs.

If your "A" is heating up these days, relocate front license plate from in front of radiator to front bumper bracket.

For summer driving don't have your generator charging more than 10 amps. Two of our members have had to replace generators due to excessive charging.

?? PARTS ??

Need some parts? Check with Mr. Padgett the parts coord. of the MACA - Dick Huber of New Jersey has an excellent supply.

YESTERDAY'S CHUCKLE

A proud and wealthy owner of a large car became hopelessly mired in one of the many mud holes on a country road. About this time a proud and not so wealthy owner of a Model "A" drove up and volunteered to pull him out. After the good deed was done the owner of the large car said, "A Ford Huh! I'll just have to get one of those for my tool box."

--- SALE ---

The sale of the week "1930 Model "A" Tudor Real good condition \$195.00 or best offer. For further information call JE 4-1974

WHO --- WHAT

Bob Phipps finally took his 31 Sport Coupe down to the inspection station. Needless to say, it passed with flying colors. The top and paint are next on his list.

Has anyone seen Frank Grebbs' 28 coupe? It is really in top form - new tope, upholstery, fire boot etc. He is in the process of ironing out a few wrinkles before it gets the paint.

THE FLYING A NEWS

Potomac Chapter



**MODEL A FORD CLUB
OF AMERICA**

POTOMAC CHAPTER, MAFCA
Club begun in 1952 - see text
The same year that MARC began

CLUB PRESIDENTS

Robert Phipps	1955
James Leatherwood	1956
John Knowles	1957
John Knowles	1958
John Knowles	1959
John Knowles	1960
James T. Ashworth	1961
Frank L. Stoutenburgh	1962
H.W. Bendall, Jr.	1963
John Knowles	1964
John Knowles	1965
Mary E. Kidd	1966
Glen Heimer	1967

As of December 5, 1965, Potomac Chapter disbanded. Charter was returned to Jack Knowles in 1985. Jack reformed the club and by the time of his death in 1988 had the club up to 20 members.

John Knowles	1985
John Knowles	1986
John Knowles	1987
*John Knowles (died June, 1988)	1988
Clifford Brown	1988 - 1990

*Deceased

MOUNT VERNON REGION, MARC
GEORGE WASHINGTON CHAPTER, MAFCA

The motivation for formation of the George Washington Chapter from the Potomac Chapter in 1963 had multiple origins, more than unrest brought on by the weakening Potomac Chapter. It seems to have been done to establish a Virginia club, closer to where many of the members lived. Link (Lincoln) Avery was a key man in forming a new club. Link was a founder of the Potomac Chapter, and his influence was that of an optimist who smoothed over conflicts and maintained an up-beat influence in the midst of controversy. Although never president of either club, Lincoln Avery and his influence were key to the success of both.

No time was wasted in application for MAFCA membership. the charter was ratified on May 11, 1963. there is no available documentation concerning those who made the initial application, or who originated the name George Washington Chapter. It may have been the same group of men who submitted the papers of Virginia incorporation to Richmond in 1964.

In papers in the Archives, the George Washington Chapter of the Model A Ford Club of America was incorporated under the provisions of Chapter 2 of Title 13.1 of the Code of Virginia, dated August 18, 1964. But the papers were not notarized and sent off to the State Corporation Commission, Richmond, until October, 1964. The three petitioners were R.C. "Clem" Griffin of Woodbridge, Charles M. Moltz of Alexandria, and Nathan Blewitt of Woodbridge. Clem Griffin was elected President for 1964, to serve from July to July. Charles Moltz was President for 1965, Robert Moore was president for 1966, and Clem Griffin again for 1967 and 1968.

At this time there was no club newsletter. Notification of meetings (at members' homes), of car meets and outings, and of business reports, was by letter. Gatherings at members' homes included card games, usually bridge. An annual report was sent to the Internal Revenue Service.

A little miscellaneous information: present member Robert Van Lindsey joined Potomac Chapter in 1957. Van reports that Willard Kidd was a leadership force in the Potomac Chapter. Van's son-in-law, Doug Handy, joined George Washington Chapter in 1973, while in high school. Bob Phipps, also a founder of both chapters, was his high school principal. Bill Condon, Dewey Burleigh and Bill Price helped to restore Doug Handy's car. With all working together, it was restored. Earl Shade of Winchester was a founder in both chapters. Earl owned an apple orchard.

Walt Kandetski, at one time Vice President, was George Washington Chapter Secretary in 1967; Julio Rodriguez was Secretary in 1969; Ray Anderson in 1970; Bill Condon Sr., in 1973. Bob Moore was the registered agent for the club. The August meeting in 1970 was held at Andy Jaeger's house.

At this time, there was a "Screening Committee" to pass on new members and keep out the riff-raff. Article III, Section 1 of the By-Laws read, "Membership will be limited to seventeen members." During the July 9, 1970, meeting, Jerry Pendergrass had moved to increase membership to twenty-four. The motion was tabled. Mack Spears at the November 12, 1973, meeting moved that Article III be deleted. The motion carried. At the same meeting, the Screening Committee was voted to be "held in abeyance."

In 1974 Joe Thoma became President, Bill Worsham, Vice President; Andy Jaeger, Treasurer; and Bill Condon, Sr., Secretary. From this point the club really began to move forward in activities and membership. Joe Thoma brought in a steady stream of new members. He would drive around in his Model A and talk to interested people. When he saw or heard of another "A" owner, he would stop and talk about the club and extend an invitation to join. This big, friendly man brought in Bill Worsham in 1973, and many, many others.

In 1975 there were three members of the Board of Directors: Joe Thoma, Andy Jaeger and Gary Hubbard.

From this point, the names of all of the Officers from year to year and a listing of all of the club's activities are available in the George Washington Chapter newsletter, The Ford Script, past issues of which are available in the club's archives. Past George Washington presidents are listed here, as well as past presidents of the Potomac chapter. Meeting places of the club through the years are listed.

In the following pages, some of the more outstanding activities of the club are singled out for description as are a few of its very special members. While these reminiscences perhaps are of less overall contribution to the chapter's growth than are the regular meetings, caravans, picnics, myriad friendships, and cooperative restorations, they nevertheless signal the great amount of time and effort pored into selected projects.

For a time, through 1971, the club newsletter was called The Model A Automobilst George Washington Chapter News. Three copies are included at the back of this history.

As most chapters around the country, ours includes a majority of older members. We get to watch each others quirks and tics become more developed - not yours and mine, of course, but his and hers. Some members are cautious about driving at night, and it is gratifying to observe that younger members pick them up and bring them to our meetings. After Varney Wolcott suffered his first stroke, and was physically impaired, he was brought to our gatherings by Peyton Randolph. This is the kind of concern for others that we see so much of in our club.

MOUNT VERNON REGION, MARC
GEORGE WASHINGTON CHAPTER, MAFCA

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GEORGE WASHINGTON CHAPTER, MAFCA

Charter ratified May 11, 1963

Signed: George A. Pope, Secretary

Harry W. Bendall, Jr., President

CLUB PRESIDENTS

R.C. "Clem" Griffin	1964
*Charles M. Moltz	1965
Robert Moore	1966
R.C. "Clem" Griffin	1967 & 1968
Gerald Pendergrass (lives in Colorado)	1969
Donald Pope (retired from Navy Lives in Florida is a locksmith)	1970 - 1973
Joseph Thoma	1974
William Worsham	1975
Robert Wild	1976
Arthur Richmond	1977
Wayne Parker	1978
Gordon Sanford	1979
John Dingle	1980
Thomas Shaw	1981
John Howell	1982
Arthur Storer	1983
Donald Temple	1984
Walter Thomas Bratton	1985
Charles H. Zierdt	1986
Richard Dove	1987
J. Peyton Randolph	1988
Robert Harrington	1989
John Howell	1990

GEORGE WASHINGTON CHAPTER - MEETING PLACES

- 1963 - 1971 Members' homes or garages generally.
- 1972 Bratwurst House, \$54 per meeting.
- 1973 Jerry's Ford
6510 Little River Turnpike,
Annandale, Virginia
- 1974 Jerry's Ford. In June, 1974, moved to American Legion Hall,
Springfield, Virginia
- 1975 American Legion Hall, Springfield
- 1976 American legion Hall, Springfield - In August, 1976, moved to
American Legion Hall, McLean for two meetings, then in
1976, to American Legion Hall, Fairfax, VA
- 1977 - 1989 American Legion Hall, 3939 Oak Street,
(Mar.) Fairfax, Virginia
- 1989 - 1990 Present American Legion Hall, McLean, Virginia.
(Apr.)

...The Model A Automobilst...



George Washington Chapter News

Alexandria, Virginia

Note

This complimentary copy is forwarded for your information. Your name was selected from the most recent MAFCA's Membership Roster. If other persons inquire of you about joining an active group interested in running and restoring the Model A, please refer them to one of the Chapter officers listed. Thank You.

Vol I No 3

September 15, 1971

NEWS & VIEWS

Ron Posten, Chapter Coordinator, MAFCA, requested information about the GW Chapter. One of the questions and how it was answered may be of interest to members: Improvements or suggestions to national club; MAFCA Membership Roster should be coded to show Chapter affiliations of individuals listed.

The regular monthly meeting of GW Chapter was held Thursday August 12. Highlights of the business discussed included the design for a Chapter shirt patch. A date for the Road Rally with pot-luck picnic afterwards was established (DETAILS THIS NEWSLETTER).

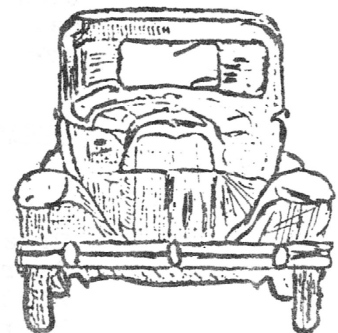
A date and place were established for the Chapter Christmas dinner: Calvert Restaurant, Alexandria, Va. Friday December 10.

A suggestion was discussed concerning the kind of Chapter trophy to award on special occasions. It was decided that a small replica of the Model A horn made of and mounted on quality wood would be appropriate and most appreciated.

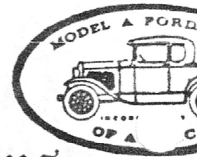
Continued...

Chapter Officers

- President.....Don Pope.....971-7116
- V.President.....Dick Knapp.....273-5223
- Treasurer.....Andy Jaeger.....451-3163
- Secretary.....Mac Spears.....971-4670
- Historian.....*Richard Mattox..836-9228
- Board of Directors:
- Jerry Pendergrass.....361-5352
- Walt Meyer.....768-0280
- Link Avery.....549-4745
- Registered Agent:
- James Van Es.....768-6046
- *Also Publicity Chairman



...The Model A Automobilist...



George Washington Chapter News

Alexandria, Virginia

Vol II No 4

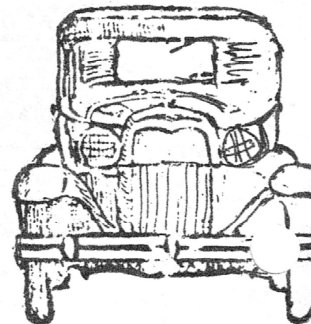
October 15, 1971

Special this issue - Fashions of the 1930's. Courtesy of Mary Knapp, two pages illustrate ladies wear are presented. Those are the type dresses that makes one remember a faintly hand slightly tugging the hemline upperward before placing a slender shoe onto the ample Model A running board. In ~~these~~ slower, but not less carefree years, the world for many lay well beyond the city limits or started there if you were not couned among those city folk. That's where one drove the Model A on pavement or brick roadways and parked downtown in the style of front bumper to curb. Most likely the rural and urban Model A's could be readily distinguished at a glance because the former A's were two-tone (a heavier layer of mud on the running gear and lower body than the dust clinging to upper body, glass and top). The local Ford dealer in E holding the ladies fashions and number of Model A's parked and running in his sales territory especially on a Saturday afternoon would probably find it hard to comprehend than the former with minor variations would be in vogue in the early 70's and the latter product would outlast in large numbers the immediate demand for inexpensive and efficient family transportation.

From the Rear Seat - Ford Life (V.I, No.5) Jul-Aug'71 carries an article by L.D. Sorensen titled "The Legend of Gable's Jensen." His conclusion is that Clark placed a deposit on one 1936 Jensen Ford and had his picture taken with the other; he actually bought a Duesenberg. This differs from other established accounts. The next issue of this new publication will carry a feature write-up on the MAFCA. Another Baltimore series on History of the Car books is on some new cars: Pierce-Arrow @ \$1.

Chapter Officers

President.....Don Pope.....971-7116
V.President.....Dick Knapp.....273-5223
Treasurer.....Andy Jaeger.....451-3163
Secretary.....Mac Spears.....971-4670
Historian.....*Richard Mattox..836-9228
Board of Directors:
Jerry Pendergrass.....361-5352
Walt Meyer.....768-0280
Link Avery.....549-4745
Registered Agent:
James Van Es.....768-8046
*Also Publicity Chairman



Hershey, Penn. Swap Meet
Oct. 7-10

The biggest meet of the year is only one month off. Two or three families are planning on camping near the Hershey meet. They have extended the invitation to other members to join in the camping bonanza. If you don't like to rough it, at least plan on dropping by in the evening for a couple "cool ones" around the camp fire. The location is the High Meadow Camp, three miles west of the meet.

SHIM

Does your Model "A" steering have a soft spongy feel? Check the installation of the drag link which connects the pitman arm to the left steering arm. The link may be installed with either end forward, but proper installation calls for the end with the shortest distance from the socket hole to the end of the link to be placed to the FRONT on the steering arm.

Another tip concerning the ignition system involves the wire that runs from the ignition switch to the distributor. Considering the age and the heat encountered, the insulation becomes very hard and eventually cracks and separates from the wire. WHEN THIS HAPPENS, YOU ARE IN TROUBLE. IF THIS WIRE IS REPLACED, USE ONLY THAT WHICH HAS COTTON OR ASBESTOS INSULATION. DO NOT USE PLASTIC INSULATED WIRE. ALWAYS SOLDER ALL CONNECTIONS WHEN REPLACING THIS UNIT. A hole can be drilled clear through the button that makes contact with the distributor plate to facilitate wire installation.

WANTED: Rare out of print literature. Vol. 1, No. 1, "The Model A Automobilist", published by George Washington Chapter, MAFCA.

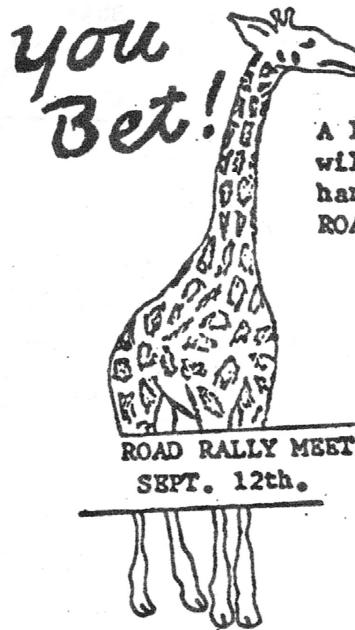
Dick Knapp 273-5223

1971 ROAD RALLY

A poll of the members at the last meeting indicated that a Sept. Rally date would be better than an Aug. date. Sunday, Sept. 12th was selected as the Rally date. Your Rally planners have made a couple dry runs of the course and all they'll say is that it is a nice drive with some exciting surprises. Beings as this is our first rally, it will not be real difficult or confusing. Everyone should be able to negotiate the course without any problems, however if you should become thoroughly confused you will have a panic envelope with detailed directions to the Rally destination.

The Rally will end with a picnic. You should bring utensils and enough meat for your family. Also bring a dish for potluck (potato salad, beans, desert, or whatever). A charcoal grill will be available. Remember, you can drive the Rally in any type car and you will need a passenger to read you the Rally instructions.

Meet at Andy Jaegers' Giant Food Store parking lot, 2 p.m. Sept. 12th, Rolling Road and Keene Mill Road in Springfield, Va. Guests and prospective members are invited to participate.



A long neck will come in handy on the ROAD RALLY!

ROAD RALLY MEET
SEPT. 12th.

****ACTIVITIES CALENDAR****

OCTOBER							NOVEMBER							DECEMBER						
1	2	3	4	5	6	7	1	2	3	4	5	6	1	2	3	4	5	6		
8	9	10	11	12	13	14	7	8	9	10	11	12	5	6	7	8	9	10		
15	16	17	18	19	20	21	13	14	15	16	17	18	11	12	13	14	15	16		
22	23	24	25	26	27	28	19	20	21	22	23	24	17	18	19	20	21	22		
29	30						25	26	27	28	29	30	23	24	25	26	27	28		
													29	30	31					

Advance Notice: Model T Ford Club 6th Annual Winter Parts Meet-New Location Gaithersburg Fair Grounds, Maryland on I-70S. Dates: January 29 & 30

→ Regular Monthly Chapter Meeting

→ GW Chapter Christmas Dinner Party @ Calvert Restaurant-Alex.

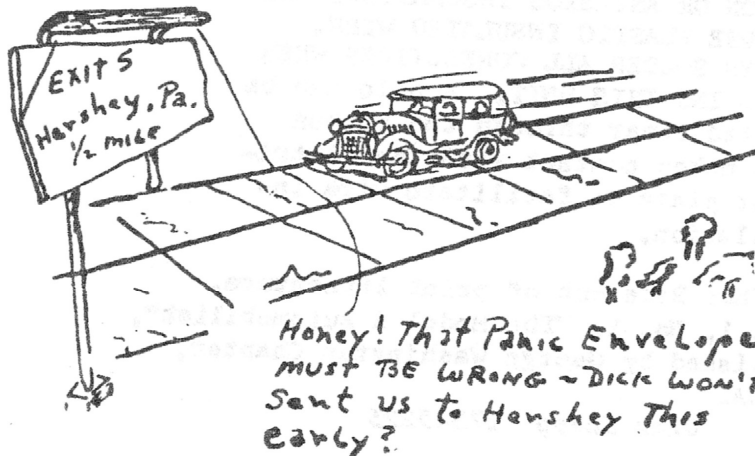
Reminder: Hershey AACA meet Oct 7-10.

Up to the starting line; get set; go; and off the lucky 7 rode. A Chevy pickup, '69 VW, and 5 Model A's were driven off into the sunset-or was it East? No it was earlier in the afternoon; I think! Anyway, drivers in order of their starting positions were as follows: Billy Martin, Carl Patrick, Holly Pope, David Patrick, Dee Devier, Andy Jaeger, and Jerry Pendergrass. Officials were Dick and Mary Knapp assisted by the official starter Mac Spears.

George Washington Chapter
ROAD RALLY REPORT
 sept 19, 1971

Drivers and officials wish to express their appreciation to the several co-pilots who guided the automobiles around and through the byways, and answering questions such as how many spokes in a Model A wheel. Prize for scoring best overall drive went to Dee Devier. Although no one was able to translate the Chinese quote on the mailbox, Confucious say especially to Dee: "You drop bumper on Burke Lake Road...Go back 3 check points." Drive co-pilots, passengers, officials enjoyed an end of the rally pot-luck picnic.

Shim: In 1930 you could have walked into a Ford dealer and purchased a delux roaster for around \$520.00; but, then you could have gotten Manhattan Island still cheaper some years earlier.



..George Washington Chapter..MAFCA..
Membership Roster 1971

Names	Phone	St. & City	Zip	Other Info
Julio E. & Jean Rodriguez	893-3985	7434 Nigh St Falls Church, Va.	043	30 Bus Coupe
James & Sherry Van Es	768-6046	2606 Beacon Hill Rd Alexandria, Va.	306	31 Coupe 27 T Rstr
Jerry & Barbara Pendergrass	703- 361-5352	9604 Sudley Manor Dr Manassas, Va.	110	31 Tudor
Don & Taffy Pope	971-7116	7116 Beulah St Alexandria, Va.	310	31 Tudor
Lincoln & Hildegarde Avery	549-4745	22 West Oak St Alexandria, Va.	301	29 Cabriolet
John Avery	549-4745	22 West Oak St Alexandria, Va.	301	31 Coupe 26 T Coupe
Dick and Mary Knapp	273-5223	3131 Plantation Pkwy Fairfax, Va.	030	29 Sport 'Cpe 31 Sta Wagon
Andy and Ellen Jaeger	451-3163	8636 Langport Dr Springfield, Va.	152	31 PickUp
Marc L. & Peggy Fleischmann	765-0704	2251 Roanoke Dr Alexandria, Va.	307	30 Coupe
Ray & Sara Anderson	525-2139	3111 First Place N. Arlington, Va.	201	31 Sta Wagon
Walt A. & Jennett Meyer	768-0280	7103 Richmond Hwy, Apt 16, Alexandria, Va.	306	30 Coupe
Brent & Vera Remsburg	703- 437-1445	284 Locust St. POBx445 Herndon, Va.	070	29 PickUp 31 Sta Wagon
Mac & Billie Spears	967-2955 971-4670	6107 Squire Lane Alexandria, Va.	310	31 Tudor
Robert & Doris McLearn	765-5878	1122 Collingwood Rd Alexandria, Va.	308	30 Coupe
Richard Mattox	836-9228	21 Rosecrest Ave Alexandria, Va.	301	30 Tudor
Charles Muck	765-6209	1501 Olde Towne Rd Alexandria, Va.	307	30 Coupe
Roger & Janice McClanahan	941-9792 918-9189	7204 Beverly St Annandale, Va.	003	30 Coupe 37 Coupe
Clem Griffin (Honorary)	703- 494-6246	Griffin's Trailer Crt Woodbridge, Va.	191	--

Note: If two phone numbers shown; first is business phone.

George Washington Chapter..MAJCA..
Membership Roster 1972

Names	Phone	St. & City	Zip 22-	Other Inv
Anderson Ray and Sara	528-2139	3111 First Place N. Arlington, Va	201	29 Station Wagon
Avery Lincoln & Hildegarde	549-4745	22 West Oak St Alexandria, Va	301	29 Cabriolet
Avery John	549-4745	22 West Oak, St Alexandria, Va	301	31 Coupe 26 T Coupe
Fleischmann Marc & Peggy	765-0704	2251 Roanoke Dr Alexandria, Va	307	30 Coupe
Griffin Clem (Honorary)	703- 494-6246	Griffin's Trailer Crt Woodbridge, Va	191	-----
Jaeger Andy and Ellen	451-3163	8636 Langport Dr Springfield, Va	152	31 PickUp
Knapp Richard(Dick)& Mary	273-5223	3131 Plantation Pkwy Fairfax, Va	030	29 Sport Cpe 31 Sta Wagon
Mattox Richard	765-5333 578-0900	1901 Windmill Lane Alexandria, Va	307	30 Tudor
McLearn Robert & Doris	765-5878	1122 Collingwood Rd Alexandria, Va	308	30 Coupe
McClanahan Roger & Janice	918-9189 941-9792	7204 Beverly St Annandale, Va	003	30 Coupe 37 Coupe
Muck Charles	765-2786	1501 Olde Towne Rd Alexandria, Va	307	29 Sp Coupe
Pendergrass Jerry & Barbara	703- 361-5352	9604 Sudley Manor Dr Manassas, Va	110	31 Tudor
Pope Don & Taffy	971-7116	7116 Beulah St Alexandria, Va	310	31 Tudor
Rensburg Brent & Vera	437-1445	284 Locust St.POBox 445 Herndon, Va	070	29 PickUp 31 Sta Wagon
Rodriguez Julio & Jean	893-3985	7434 Nigh Rd Falls Church, Va	043	30 Bus Coupe
Spears Mac & Billie	971-4670 967-2955	6107 Squire Lane Alexandria, Va	310	31 Tudor
Van Es James & Sherry	768-6046	2606 Beason Hill Rd Alexandria, Va	306	31 Coupe 27 T Rstr

Note: If two phone numbers shown-first is home phone number.

Revised 12/10/71 mth

One member who requires spotlighting because of his exceptional service to George Washington Chapter is John Dingle, who joined in 1972. John is a Navy pilot, retired. He lives at 10512 Norman Avenue, Fairfax, which also served for long years as the club's business address. His wife, Ginny, died in 1982 of Alzheimer's disease, and John has given much of his time to working with the Alzheimer's Disease Foundation. Ginny and John planned and carried out many club activities, including editing The Ford Script for many years.

John has filled many roles for the club. As chairman of the World Meet (MAFCA) in 1978, he spent so many hours on this meet that it could be said John "did it." John has also written much material for inclusion in The Ford Script.

John owns a 1931 Model A Deluxe Coupe, which started as a relative basket case. He drove it for quite a while and then took the car apart and stored it behind his house. At this time John suffered an illness which resulted in his disability retirement from the Navy. As an expression of gratitude and affection, the club decided to restore John's car for him., Everyone who had a restoration skill took a part of the car home. Work was interrupted during Ginny's illness and then resumed. Carl Patrick did a large portion of the sheet metal restoration and painting of the Coupe known as "Dingle's Deluxe." John has been driving his restored coupe for many years now. He has taken it to many national meets, and he led the caravan to the joint MAC-MAFCA meet in Lake Geneva, Wisconsin in 1987. John knows of two positions for the accelerator button - Full Off, or Full On.

Bill Worsham has been as instrumental as any one in the growth of the George Washington club. Joining in 1973, Bill quickly assumed a leadership role and has maintained it longer than any one else. As Chairman of our June show at Sully Plantation, Chantilly, Bill is thinking year round of this event. Planning begins in January of each year, so Bill is required to attend Board Meetings on a more or less permanent basis. The majority of his various committee chairmen have had many years of experience in Registration (Peyton and Helen Randolph), concessions (Art Storer and Donnie Temple), Judging (Herschell Brummitt), Lay-out (Wheeler Rogers), Flea Market (Jerry Olexson and Ed Wiencek), and Car Corral (Ed Wiencek). Many of the early members are still with us and still contributing to the club.

It is interesting to note in looking over annual membership lists of the George Washington, MAFCA/Mt. Vernon, MARC, Chapters that a considerable turnover of members has occurred. We tend to assume a concept of "once a member, always a member", but, except for a strong core of "forever" members, it is not the case. About half of our members of, say, five years ago are no longer members. We should be looking for reasons and inventing ways to slow this egress as much as possible. It does point up one fact, though. There is a large pool of Model A owners out there to sustain the large number of drop-outs, and at the same time to increase membership significantly every year. To reduce our losses, each member must be made to feel that he is a welcome and needed member of the club. The biggest factor in doing this is the planned program for every meeting. Our club has had and will continue to have technical sessions that are outstanding. These presentations, as so many other service aspects of club work, require extensive planning, with a knowledge of and experience with the subject. All required new or rebuilt parts must be on hand. But to many club members, those work sessions are the most enjoyable of all club affairs, combining the improvement of members cars, satisfaction in mechanical accomplishment (especially if your mechanical talent is limited) and the good humor and comraderie of all of us in a common effort.

The Model "A" Restorers Club, Mount Vernon Region Charter Mix-Up

During the formative days of our club, application was made to the Model A Restorers Club (MARC) for Region status. This was granted, and we became the Mount Vernon Region of MARC, chartered the first day of January, 1962. Somehow, this fact became lost to club officers, and application was again made in 1978 for region status. The national MARC headquarters also was asleep at the switch, and granted a new Mount Vernon Region charter on the first of February, 1978. Fortunately, Richard (Dick) Lebkicker had kept the original Mount Vernon Region charter in his home and brought the correct facts to our attention. We now recognize the 1962 charter as official. MARC headquarters has corrected its records. Membership Secretary Marion Hierholzer reported that loose record keeping resulted in other regions doing the same thing. Headquarters has corrected many of these, and Marion was pleased to do so for the Mount Vernon Region. The George Washington Chapter, MAFCA, was chartered May 11, 1963. We have the 1978 MARC charter in the archives, but the 1962 MARC charter is the official one.

MAFCA 10TH ANNUAL MEETING

George Washington Chapter hosted this meet on June 28 through July 1, 1978. Meet Chairman was John Dingle. Headquarters hotel was the Sheraton National in Arlington, Virginia, only two miles from Washington, D.C. The cars were housed at The Thomas Jefferson Community Center, with 68,000 square feet of indoor space.

Cars were registered from many foreign countries including Germany and Denmark and from most states, including Hawaii. The George Washington Chapter raffled off a 1928 Model A Roadster at this meet. Even so, the club lost money on this meet.

GEORGE WASHINGTON CHAPTER'S FAMOUS CLUB CAR

A mixed blessing was the famous "club car" purchased on the spur of the moment at Carlisle in 1979 by officers and Board members of our club, without sounding the infinite wisdom of the general membership. A 1931 deluxe delivery, she was of unsound wood and mechanically suspect with a royal blue paint job and, on her sides, a beautiful gold leaf script of the florist shop from whence she was sold. It read, "O'Rourke and Birch, Flowers and Gifts." She was a sale victim of divorce between the Connecticut shop owners.

Certain of the membership responded with a bit less than enthusiasm. Resignations were made. Eventually, all of these returned, but one waited until the "club car" was returned to the lady of the florist shop who had remarried and wanted the Model A back. Club members rebuilt the engine and restored much of the wood, but she generally was used heavily and with inadequate maintenance, so feeling ran high that she was more of a liability than a teaching asset. She was finally bid back to the florist shop, at twice the purchase price but at considerable cost to the self esteem of the club president that year, who got caught in the middle by dint of insufficient political acumen. The membership voted (twice) to sell her, as the first vote was disbelieved. The moral, if any, was that "club cars" cannot be turned free for more or less unrestricted use by the membership. The simple truth is that people, no matter how well-intentioned and responsible, do not take the best of care with cars that they don't own.

THE WIDE-RANGING SCOPE OF GEORGE WASHINGTON CHAPTER ACTIVITIES

Including the 1990 annual antique auto show, our George Washington club has sponsored many shows, seventeen of them at historic Sully Plantation, located south of Dulles Airport on route in Chantilly, Virginia. The first Sully Plantation show was held in 1976. The show has grown steadily with Bill Worsham as chairman. It is the largest antique automobile show of the whole area. The income from the Sully show is divided with the Fairfax County Park Authority, and provides us with needed income, as dues do not cover all of the club's expenses. The club pays for an annual picnic, usually at Andy Jaeger's Potomac River Retreat, subsidizes a "really big" Christmas dinner-dance, turns out a prize-winning but expensive newsletter, The Ford Script, and organizes a caravan to attend the annual MARC and MAFCA shows. The club also awards the Carl Patrick Memorial Award each year. Carl is well remembered by most of us who are presently members. He was outstanding in his great generosity, giving both of his time as an expert sheet metal man, painter and Model A mechanic, and also in producing needed parts for members' cars. He typically refused payment for anything that he did for others. Carl was a quiet man. When approached for advice on Model A Fords, as he was continually, he always provided the best available advice in a quiet, friendly voice. He gave his complete attention to the person with the problem.

Carl was quick to sense a request made solely for commercial gain, and he didn't mince words when this occurred. Typically, he refused payment for Model A parts that he gave in response to real need.

CARL PATRICK MEMORIAL AWARD RECIPIENTS

A committee of three appointed by the President annually selects a recipient based on hands-on help given freely to all members.

Millard Springer	1985
Dick Lebkicker	1986
John Kandl	1987
Chuck Zierdt	1988

Millard Springer is one of those who best demonstrates the unique spirit of this club. His significant contributions are far too numerous to list. He has held two major brake restoration gatherings, opening his garage, shop and home in a demonstration of outstanding hospitality and superbly organized restoration of complete brake, steering and suspension restoration. Members regularly seek out Millard and spend evenings in his shop solving innumerable Model A related (and other) problems.

Dick Lebkicker has been outstanding in generously contributing hands-on Model A expertise to members in need. On tours, particularly long distance caravans to national meets, many a member with a broken down Model A, feeling alone and maybe deserted, looked up from his travail to see Dick, who had backtracked to check on the missing member. The problem with the ailing Model A was soon diagnosed and repaired, and a happy driver was catching up to the caravan. Dick's ability to quickly diagnose and repair Model A miseries is amazing.

John Kandl fills so many roles for George Washington club members, but perhaps is mindful of Carl Patrick in his responding to questions, finding parts, providing hands-on help to so many of us, organizing and leading caravans to enjoyable local events on weekends, and pitching in to help without having to be asked. All of this is accomplished with selfless devotion to club principles.

Chuck Zierdt has held numerous work and restoration sessions in his garage and shop. He has written articles for The Restorer on the club's brake restoration and carburetor restoration days. These days are planned for all of the membership. We also had one for distributors. The effort required to restore, in one or two days, all of the restorable carburetors, for example, is great. But these sessions are very much fun, and the membership has one big party.

There are so many outstanding members of our club that space does not permit detailing all of them and their contributions. I apologize for this, and ask their understanding that the club and all of its members are fully appreciative. Those members who regularly attend meetings are the backbone of the club, and those who join in caravans to meets and to picnics, museums, and parks, and who work at restoration days are also helping to make, maintain and build a larger and stronger George Washington Chapter. Everyone is important in this Club.

OLD DOMINION CHAPTER - MAFCA

In the summer of 1959, a new MAFCA chapter, the Old Dominion Chapter, formed from members of the Potomac Chapter. These members were Bill Swam, Ralph Hughes, Jennings Chafin, Ed Phillips, Jimmy Jones, Oswald Copley, and Harold Via. These were the charter members. Therefore, the Potomac Chapter spawned not one, but two additional MAFCA chapters.

THE CABRIOLET CLUB

Very active member of the George Washington Chapter, Dick Johns (Richard C.) while stationed in New England, formed The Cabriolet Club, one of MAFCA's Body Style Chapters. Chartered in January, 1980, The Cabriolet Club now has members in the U.S., Norway, Sweden, Brazil, Germany, Korea, and Canada. The newsletter, The Cabrioletter, printed its 50th issue in December, 1989, as a quarterly.

MODEL A AD COLLECTORS CHAPTER - MAFCA

In the mid-1980's, a member of the George Washington Chapter, Howard A. Minners, developed a strong interest in advertising related to the Model A Ford and its era. At that time, Minners happened to be 3rd Vice President and Editor of the Club newsletter, The Ford Script.

In June, 1987, at the MARC National Meet in Virginia Beach, he organized the first meeting of a national organization for collectors of Model A advertising. Subsequently, he set up substantive seminars on Model A ads at the 1988 national meets of MARC (St. Louis) and MAFCA (Sturbridge, MA). On September 17, 1988, the Model A Ad Collectors group was granted a Charter by the MAFCA Board as a new Chapter, akin to a body style group. Minners heads this fledgling group and produces its newsletter 3-4 times a year. Membership in January 1989 was 54, and Minners' article on early Model A advertising appeared in the January/February issue of The Restorer. The first page of a newsletter is appended.

SOUTHERN MARYLAND MODEL "A" CHAPTER, MAFCA

This offshoot of our George Washington Chapter was organized by long-time member, expert restorer (national first awards in both clubs) and National Judge Fred Morse, who lives on the Chesapeake Bay at the mouth of the Patuxent, in a little town called California. Fred makes the long trek to G.W. Chapter meetings in Fairfax every month. He continues as a G.W. Chapter member. The club that Fred founded is the Southern Maryland Model A Chapter, MAFCA, chartered January 24, 1988.

Officers for 1989 are Harry Norris, President; Billy Dyson, Vice President; Jim Trent, Secretary; and Chris Davies, Treasurer. Present membership is fifteen and growing. The club is active in getting a number of Model A's back on the road after long-time storage in barns and garages.

PAST AND FUTURE

No matter how this club goes in years to come, whether it grows, remains the same or dwindles, the past twenty-six years (for some even longer) have for many provided good times, life-long memories and life-long friends. Friendships are interwoven throughout our ranks. Those who get the most enjoyment and satisfaction from the club seem to be those who give the most to the club. All of this centers around one car, the Model A Ford, a car that deserves all of this attention. There are a few things that have not been wine and roses. The more quirky laws of human nature have not been revoked solely for the George Washington Chapter.

It is not easy to predict the future course of our George Washington Chapter - Mt. Vernon Region Model A Ford Club. We now have a history of our activities and of the men and women who were involved in those activities. We have a permanent Archives of The Restorer, Model "A" News, The Ford Script, photographs of club functions, books on the Model A and other items of our club history.

The Model A Ford is the reason for the club's existence and the center of our interest. There are approximately 250 Model A's, 1928 through 1931, owned by our club members. Most members would like to see larger turn-outs of the A's for club events, because to them this is what the club is for. Twenty-five A's is a big turn-out for us. We read in The Restorer of the friendly and catalytic competition among clubs around the country to get the most A's out to single events (The Restorer 34:22-23, September-October 1989).

Santa Clara Valley Chapter	1984	72	A's
Wisconsin Chapter		104	A's
Fort Worth Chapter		124	A's
Colorado Chapter		135	A's
Evergreen Chapter		142	A's
Fort Worth Chapter		147	A's
Wisconsin Chapter	1989	254	A's

We can't match the current record of 254 Model A's, but we can try to do a whole lot better. We can expend more effort to get more of our A's on the road for at least a few of the caravans and outings that are done each year. This builds confidence in the reliability of our cars. There are always helping hands and spare parts if we should have problems on the road, so why not let it all hang out and drive the cars? If you need assistance to get the old girl running, ask for it from some of your friends in the club. The A's are much, much more trustworthy than many of us believe. Don't hesitate to ask for expert advice and help, but then follow the advice to the letter, without making changes as you proceed.

So maybe the single most important advance for the future is to get more A's running, so that more of us can meet and enjoy the Model A's and each other. After all, we don't join the club only for ourselves. The Model A is the star attraction and the magnet that draws us all together.

DATES

- 1941 - 1950 World War II auto shortage. Model A Fords pressed into service.
- 1952 Potomac area club formed (later to become Model A club of America (MACA) and then Potomac Chapter, Model A Ford Club of America (MAFCA). A group of 8 men began gathering in one another's homes and communications via a newsletter.
- 1952 Model A Restorers' Club (MARC) founded by Bill Hall. MARC Newsletter is called The Bulletin.
- 1955 MARC newsletter changes name from The Bulletin to MARC News, February.
- 1956 The Restorer, Volume 1, Issue 1, May-June. Published by former Southern California chapter of MARC. This club was later to become MAFCA.
- 1957 MAFCA formed by Model A Ford Club of Southern California, October.
- 1958 Potomac Chapter, MAFCA, charter ratified April 8.
- 1959 MARC newsletter changes name from MARC News to Model "A" News. Volume 1, Issue 1, October.
- 1959 Old Dominion Chapter, MAFCA
- 1962 Mount Vernon Region, Model A Restorers Club, Chartered January 1; Edward A. Breedon, President, Stewart A. Murray, Secretary.
- 1963 George Washington Chapter, Model A Ford Club of America, chartered May 11, 1963; George A. Pope, Secretary; Harry W. Bendall, Jr., President.
- 1964 George Washington Chapter, MAFCA, incorporated in Richmond, VA, October.
- 1978 George Washington Chapter, MAFCA, hosted MAFCA 10th Annual Meet, June 28 - July 1.
- 1978 Mount Vernon Region Model A Restorer's Club, Inc., re-chartered 2/1/78.
- 1988 Southern Maryland Model A, MAFCA, charter ratified, January 24.
- 1988 Model A Ad Collectors, MAFCA, charter ratified, September 17.

George Washington Chapter is 25!

by Barbara Johns and Chuck Zierdt

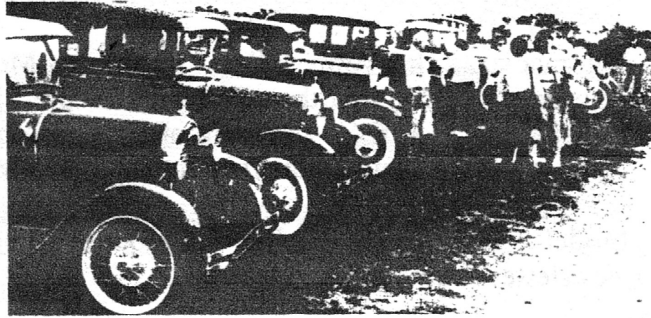
"The past is prologue," and "coming full circle" are two phrases to describe the history of Maryland/Virginia Model A Ford Clubs. A public chapter was formed in 1952 with no name at first. In 1956 they named it Model A Club of America, but gave this up in 1958, becoming Potomac Chapter - MAFCA. Old Dominion Chapter - MAFCA branched from Potomac Chapter in 1959, and George Washington Chapter - MAFCA from Potomac Chapter in 1963 (25 years ago!). The George Washington Chapter (Fairfax, VA) labored under a membership ceiling until 1973 when the ceiling was voted out; and new, vibrant leadership caused the club to take off. An award-winning *Ford Script* newsletter, innovative monthly programs, unselfish help given to members to restore their A's, ambitious and successful "whole club" restoration projects on distributors, carburetors, brakes, front suspension, and generators, and an unusually large pool of talented officer material all contributed to a club that is closing in on 300 members.

Other important factors in the club's success are, first and foremost, the fun that we all have together, the respect that we have for each other, and the unspoken philosophy that all members are equal. We ignore titles, and income is of no relevance. To complete the circle, the Potomac Chapter is having a revival; many of their members are also members of the George Washington Chapter and vice versa; and, as a prologue, two new Chapters have spun off from George Washington Chapter: the Southern Maryland Chapter, started by Fred Morse, and the Model A Ad Collectors Chapter, started by Howard Minners, which has recently been named a MAFCA Body Style Group.

The George Washington Chapter's 25th Anniversary Celebration - an old fashioned pig-pickin' jubilee - was a tremendous success with something for everyone. The youngest enjoyed the playground equipment while the older kids and adults enjoyed a variety of activities from horseshoes and lawn darts to volleyball and a game of kickball. A few even wandered over to the putting green and honed their golfing skills.

We were entertained by a country band and the fancy footwork of some talented square dancers. Among them were our own Art and Ara Storer and Richard and Gerry Pickering. Those of us who have square-danced on occasion were in awe of them for keeping up with some very fancy "calls" by Charlie Lee.

Bobby Harrington had arrived at 5:00 a.m., afraid that he might miss some fun if he arrived any later. And boy did he have fun! Where else would you be allowed to sweat over a burning grill for 8 1/2 hours (without having to fight off too many people for the privilege) and then be allowed to carve



Some of the many Model A's ready to participate in the car games.

roast pig and ham and serve it to about 200 people? He did allow Paul Rice to have fun along with him.

Before lunch, everyone had time to walk along and admire the 35 old cars which made the trip. If you watched the mini-series "War & Remembrance," you saw Buzz Potter's 1936 Ford Convertible Sedan. Apparently Buzz had only a few minutes to instruct one of the actresses on how to drive it and watched as she drove off at a fairly good clip - all in first gear (more lessons followed)!

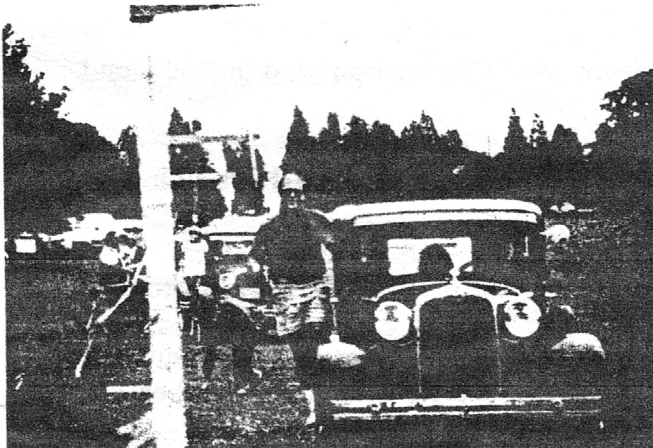
Time for lunch arrived earlier for some than for others. The ladies in charge of judging the desserts got a headstart on the rest of us. An enviable job for about the first 10 desserts tasted - then a challenge. Is that what is known as too much of a good thing?

The Model A shaped brownie was brought by Judy Springer. Millard (sheet-metal whiz) Springer had made the pan for her but had forgotten to PLAN AHEAD. Apparently the pan was larger than the oven! Undaunted by the fact that the oven door wouldn't close completely, they cleverly covered the open spaces with foil and taped it in place. As we all saw: success!

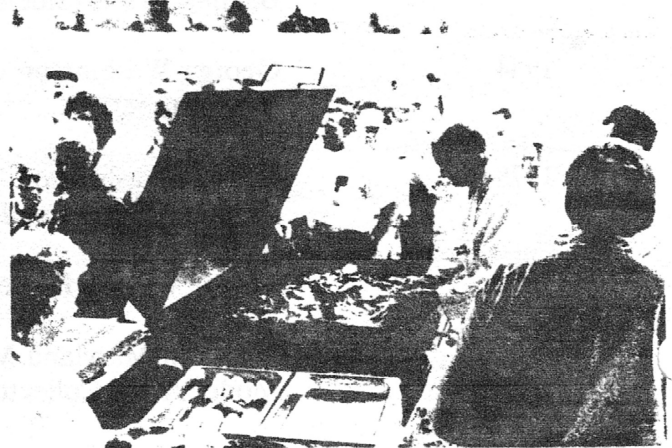
Lunch itself was bountiful and delicious. All of Bobby's hard work paid off. I think the pig-pickin' expression might come from the fact that many of us were picking pieces of that pig off the grill before we got in line for the full course. And what a feast: pig, ham, potato salad, cole slaw, corn on the cob, hot dogs, sausages and beans, followed by an all-out attack on the dessert table. A special thank you to Susan Phillips for baking and decorating the huge 25th anniversary cake. It was beautiful and delicious!

Following lunch it was time to burn off a few calories by participating in some car games - or by laughing at those who did. The jousting competition (in which a good eye and a steady hand by the jouster were definite assets) was won by driver Hap Todd. The roll-and-coast event was won by Jerry Breedlove. A few of the coast-to-a-stops were assisted by some squeaky brakes (and therefore eliminated)! In fairness, these drivers were ignorant of the rules the first time through, not out to cheat! The final car game was backing blindfolded, and the winner was Steve Gross. I'm confident I could have won this one - I normally back up like I'm blindfolded anyway. The games weren't slowed down at all by the slight drizzle that had started falling.

The afternoon concluded with the awarding of the prizes and door prize drawings. Art and Ara Storer won the prize for best costume (Ara should have won a prize just for the number of changes she made)! We should all be so enthusiastic! Finally, it was the end of a great day. A big thank you to all who worked so hard to make this day such an enjoyable one for all of us, especially to Bobby Harrington. Well done!



Past president Walt Bratton prepares for the "jousting" car game.



Chef Bobby serves the roast pig so beautifully prepared for us all.

BIBLIOGRAPHY OF MODEL A ARTICLES BY MEMBERS

Members were asked to search out their articles and complete the references. What follows is fairly complete. A few did not make a complete effort. I know that John Dingle wrote many articles, and John Shepherd's list is incomplete. An effort will be made to maintain a complete record from now on and to fill in those references missing from the past.

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The Model A Restorers Club Inc.

The _____ REGIONAL CHARTER
Mount Vernon _____ REGION

is hereby _____ chartered

as a region of the

MODEL "A" RESTORERS CLUB

In accordance with the provisions of the National Constitution and By-Laws of
Model "A" Restorers Club, and by the authority vested thereby, we attach our hands
and seal this 1st day of January, 1942.

Edward A. Bessidor
President

Stewart A. Murray
Secretary

