

The Ford Script



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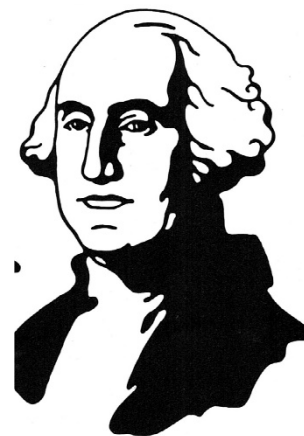


Lucerne train station that burned in 1971 (See Milford's January Script President's column)



Dedicated to the restoration and preservation of Model A Fords
60 YEARS 1963-2023

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
Post Office Box 971
McLean, VA 22101

Chapter meetings are held on the third Wednesday of every month at the American Legion Hall, 1355 Balls Hill Road, McLean, Virginia. Social meeting begins at 7:30 p.m. and the business meeting starts at 7:45. Members and guests are invited and encouraged to drive their antique cars to the meetings. Chapter members are encouraged to belong to both MAFCA and MARC national clubs and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

www.gwcmofa.org
Web Master: Greg Shepherd

Board of Directors

President	Milford Sprecher	301-830-2198	milford.sprecher@gmail.com
Vice President & Program Chairman	Hank Zajic	571-328-8511	Zajic5@verizon.net
Activities Chairman	Eugene Rainville	703-489-7321	rainvillegl@gmail.com
Editor	Bill Sims	301-891-3616	billhsims@gmail.com
Asst. Editor	Bruce Metcalf	952-288-3508	kesedeme@aol.com
Secretary	Dave Greenwood	703-801-5526	ourhomepc@aol.com
Membership Chairman	Jeff VanGorder	703-585-0007	Jeff.I.vangorder@gmail.com
Treasurer	Doug Tomb	703-967-5229	Doug.tomb@verizon.net
Assistant Treasurer	Bill Bass	301-221-6598	Bass.bill@verizon.net
Annual Meet Chairman	John Dougherty	571-228-9567	doughert@cox.net
Tool Chairman	Benny Leonard	703-863-5814	ben5@cox.net
Youth Development	James Kolody	703-795-9301	grubsworms1@gma il.com
National Liaison	Doug Tomb	703-967-5229	Doug.tomb@verizon.net

Appointed Positions

Concessions Chairman	(vacant)		
Club Librarian	Jay Melton	703-966-7719	jmelton58@verizon.net
Historian/Archivist	(vacant)		
Sunshine Chairman	Jim Gray	410-353-0381	jrg240z@cox.net
Technical Advisor	Tom Terko	240-463-6455	tterko@verizon.net

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

Next deadline: February 28th

PRESIDENTS MESSAGE



So far, we have had a pretty mild winter, so hopefully some members have been driving their cars already this year. I have not done so, yet, but hope to get out one day soon, weather permitting.

I wanted to mention the MARC Mileage program that Jim Cartmill manages for our Club. You can sign up for the huge fee of \$1 and report yearly mileage to Jim and get awards for miles driven. You must be a MARC member to participate.

The number of Club members participating in the program has dropped some, so if you are interested in participating, please get in touch with him to enroll. It's a nice way to encourage driving. I have received one 5,000-mile award for my Town Sedan and I think I will get a 2,000-mile award for my roadster this year.

On other national club news, MAFCA has a program where someone who has not been a member can sign up for the first year for free. I belong to both national clubs and enjoy belonging. Both have excellent magazines and lots of activities planned. The MAFCA National Tour this year starts and ends in Auburn, Indiana, with a lot of auto and truck museums on the itinerary. It looks to be a very fun tour.

Speaking of tours, I have just returned from a nine-day group tour to Cuba. It was a fascinating trip in many ways. One attraction for old car guys is the fact that around 10% of the vehicles registered in Cuba consists of pre-1960 American cars. Most are from the 1950's and a few from the 1940's. I saw two Model A's about which you can read later in the Script. If we think we have trouble maintaining our cars, what if parts are essentially unavailable due to an embargo? What the Cubans have done to keep the old cars on the road is nothing short of amazing. There are a lot of what I call Frankencars on the road - made from pieces of a variety of cars.

We have a lot of Club activities coming up this year. There is Sully, of course, a James River Tour in April and a few more tours in the planning stages. It looks to be a fun year for the Club.

FROM THE EDITOR

In this month's GWC 25 Years Ago, Dave Henderson briefly reviews the founding of our Club. Like I said, I plan to put out a 60th anniversary issue, separate from our regular monthly issue, sometime in May (we were chartered in MAFCA on May 11, 1963). However, we became the Mount Vernon Region of MARC in 1962. So maybe we're really going to be 61 this year. But the list of Club presidents has Clem Griffin as our first—in 1964! It's all very confusing. This is why we need an historian, so he can research and confirm the accuracy of our founding. Maybe Benny or Andy can help clear this up.

Bill Sims

FROM THE SMOKE-FREE ROOM

Board Meeting
January 26th, 2023



Vice President Hank Zajic called the first GWC board meeting of the Club's 60th anniversary year to order at 6:55 PM. This was an "in-person" meeting held at the Red Hot and Blue in Fairfax. Board members in attendance were: Hank Zajic, Gene Rainville, Doug Tomb, Bill Bass, Jeff VanGorder, John Dougherty, James Kolody and Dave Greenwood. Benny Leonard participated via phone for a portion of the meeting. A quorum of the board membership was maintained through the meeting.

Since this was the first meeting of the new board, brief introductions were made with each member stating the last time they drove their Model A. Prior to the board meeting, President Milford Sprecher and Dave Greenwood discussed the vacant Secretary position. Dave agreed to volunteer for these duties. Following Club by-laws, Dave was unanimously voted into this position by all board members present. Congratulations and thank you Dave for stepping up to help lead the Club in this capacity.

Activities Chair Gene Rainville led a discussion of the strategic planning survey conducted across all Club membership at the end of 2022. Unfortunately, the returns from the survey were sparse. Noteworthy in the discussion though was the strong response for picnics as a desirable activity. Based on the results, the board saw no reason to make a radical change to current Club operations such as changing location or structure of membership meetings and will proceed to the next step of the strategic planning process, which involves an overall look at Club finances. Based on some of the write-in comments to the survey, Hank Zajic took an action to track development of nominations for the Carl Patrick award in 2023 to prevent missing the necessary submission deadline.

Hank Zajic opened a discussion on ideas for 60th Anniversary specific activities. Discussion quickly centered on the desirability of making this celebration a stand-alone activity such as a luncheon or dinner, possibly at Mount Vernon or Woodlawn with August targeted as likely good timing for such an event. Activities Chair Gene Rainville took an action to further develop the concept and bring a proposal back to the board.

Treasurer Doug Tomb provided an outline of the 2023 budget with currently known incomes and planned expenditures for the year. The structure for the budget is detailed allowing visibility of specific allocations for specific activities. At this point, the proposed budget still has some known gaps and is not yet in balance. The board members all took an action to work on refining their inputs so that a balanced plan could be reviewed and voted on no later than the February board meeting. In the interim, the board members voted to allow the Activities Chair and Sully Annual Meet Chair to spend funds as necessary to make progress in these areas until the budget is formally approved. Doug Tomb discussed his intention to publish a consolidated version of the budget in the Script as had been a previous Club practice. It was agreed that this was a good idea and that quarterly publication showing progress was a good periodicity.

Doug Tomb recommended that the board invest a portion of available Club funds in bank Certificates of Deposit. Doug provided some information of the Club past practice doing so.

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FROM THE SMOKE-FREE ROOM (Cont.)

Over the years, as interest rates dropped to near-zero levels, the practice stopped, but with higher interest rates, it was now an opportunity to resume this practice to the benefit of overall Club finances. The board members present unanimously voted to authorize the Treasurer to invest \$10,000 in certificates of deposit, thereby taking advantage of current interest rates.

This investment recommendation stemmed from the report of annual audit of Club finances conducted by Gerry Olexson. Gerry's report was thorough and found no discrepancies in the past year's records. The board extends its sincere thanks to Gerry for completing this important and required bit of business on behalf of the entire Club.

Sully Meet Chair John Dougherty provided an overview to progress to date, which he characterized as good thus far. The letter of agreement is signed, pins are ordered and a recent trip on site allowed for a meeting with the new Sully maintenance crew chief. Two areas John still needs help with are identifying a Parking Lead and a Flea Market Lead. John will provide a Script article on progress and planning/ preparation needs. Hank Zajic also provided a reminder of national-level membership requirements to the board-at-large.

Programs Chair Hank Zajic provided the board with a presentation containing recommendations for membership meeting programs for the year. Key highlights discussed were a Safety Stand-down-focused meeting in March, an appearance-judging-oriented event in May, the utility (or not) of having a general membership meeting three days after the Sully Car Show and the desirability of doing a summertime swap meet for the July membership meeting. The board membership provided strong concurrence with the safety and appearance judging topics. After discussion, it was agreed by the board members present that the June membership meeting would be held as part of the Sully meet, not on the following Wednesday and that the July membership meeting would be moved to a Saturday morning to accommodate the Swap Meet. Hank took the action to work on those details and provide an article for the February Script outlining the plan for the year.

Activities Chair Gene Rainville provided an outline of the activities planned for the first several months of this year. Board members chimed in with several additional meets and non-GWC events that Gene added to his overall schedule for the year. Gene agreed to provide these updates to the Script for all members to see and use for planning as is the current practice.

All other board members present were polled for additional business items to be discussed with no additional issues raised. Discussion of the annual Mileage Program report provided to the board by the Club's program leader, Jim Cartmill, was on the agenda for this meeting. Due to time constraints, this report did not receive discussion during the meeting. However, Hank Zajic has taken the action to bring a proposal to the board at the February board meeting addressing concerns raised by Jim regarding the diminishing participation in this program.

The meeting was adjourned at 8:29 PM.

Dave Greenwood
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

In his Ford Script column, President Clem Clement said, "With all the rain and wetness you'd think it was March or April! Being trapped inside because of the weather gives you the excuse you need to work on your car or parts thereof." Enumerated were suggestions about repair of individual parts and winter maintenance and storage. The gist was, "Take care of her now as spring is really coming."



Editor Bill, who had reprinted an article that had appeared in the Restorer in a 1977 issue, said it had included a misinformed idea of how our Club had come into being, and by researching our origin he came up with a corrected explanation. Using information from the official history of our Club by Chuck Zierdt published in 1988, he found that the Club had actually been formed in 1952 with no name at all. In 1956, members named the Club the Model A Club of America, but that was too similar to the hitherto unrealized existing national club's name, Model A Ford Club of America. So, a charter with MAFCA was obtained under the name the Potomac Chapter. Subsequently, for various reasons, there was a division among members and part of the membership applied for and received from MAFCA a charter incorporating the Club in 1963 as the George Washington Chapter. Later, in 1965, the Potomac Chapter was disbanded. Whew....

The program for the February meeting was a demonstration of lower body restoration presented by Stan Johnson and Tom Quigley, who were simultaneously restoring '30 roadsters they each owned. Covered were how to make corrections to reproduction parts to make them fit properly, the tools needed, and techniques employed.

A comprehensive twenty-step four-page article written by George P. Smolenyak Jr. entitled How to Restore Your Model A Wheels appeared. Included was every facet of the process, beginning with jacking up the car and removing the wheels and removing everything, leaving the wheel bare, right up to putting the finished wheels back on and test driving. All iterations for preparing the wheels for ultimately painting them, including stripping, repairing, priming and painting were systematically covered.

Offered for sale in the Classified section was a diverse listing that included a Sedan Delivery, parts, automobilia, tools, and even a house with a 3-car garage, or putting it another way we car guys prefer, a 3-car garage with a 3-bedroom house!

Dave Henderson

PAUL GAUTHIER IS IMPROVING

I spoke with Paul Gauthier Monday, 30 January. He reports that he is feeling better but still weak. He is still in the hospital following a second operation last Wednesday to restore circulation to his foot. They had some success and the pain is less. Paul hopes to get back to the rehab center soon. He is also undergoing dialysis three days a week. So, we need to keep the good GWC thoughts and prayers coming for Paul and Laurel.Amen!

John Dougherty

SUNSHINE – COLONEL ROBERT RAILEY, USMC (RET.)

We have learned that long-time life member Bob Railey has died. Bob passed away in Bothell, Washington, on October 24, 2022, after a long struggle with Alzheimer's. He was 82.

I'd spoken several times with Bob on the phone, but never met him in person. He was a retired Marine Colonel and the person who originally rescued the 1931 Model A I now own from a farm in the rural Winchester area. When he retired and moved to Bothell, he sold his Model A to Art Storer, from whom I bought it 1996.

Bob moved sometime prior to 1995, since he listed his Bothell address in the 1995 roster, the earliest roster I have. Other than a letter from Bob's widow, Elsie, I could find no additional information about Bob's passing.

Jim Gray
Sunshine Chair

MAFFI NEWSLETTER MINUTE

So... it is well established ... you have a deep interest in the Model A Ford, and likely much more of the Antique & Classic Car Hobby. If you have not experienced the incredible automotive displays at the Gilmore Car Museum in Hickory Corners, MI, home of the Model A Ford Museum, you should really put it on your 'bucket list'! The Model A Ford Foundation, Inc. (MAFFI) was established in 1986 to preserve the historical significance of the Model A Ford automobile. This was very successfully accomplished by the building of the Model A Museum at The Gilmore. The displays there are updated frequently, giving you a fresh experience each time you visit. And many of our exhibits are interactive and provide an immersive experience for viewers, young and old alike.

If you are already a member of MAFFI, we thank you for your support. But for those who have not yet joined, please consider the many benefits. First, all paid members and spouses are granted free admission all year to the Gilmore Car Museum campus, which, in itself, is worth the price of annual membership. You can also get copies of original Ford factory photos, articles to share in your local newsletter, and find samples and detailed information on original Upholstery Materials and Model A Advertising. Members receive a quarterly newsletter and can borrow videos on a variety of Model A related topics.

The operation of the Model A Museum is funded totally through generous donations and member dues. That's right, one of the most important benefits of belonging to MAFFI is that you are financially supporting the Museum and related programs, allowing you and others to enjoy these benefits for years to come. I sincerely hope that you will join our ranks. You can get all the information you need on the MAFFI website, www.maffi.org.

You can also support your museum through monetary donations, as well as gifts of vehicles, parts, tools, era fashions and other related items. [MAFFI is a 501(c)(3) charity; donations are tax deductible.] 100% of every donation goes towards operating the Foundation and Museum. What a great way to become a part of the heritage of this special automobile, the Model A Ford!

Joe Fox
President – MAFFI

STRATEGIC PLANNING COMMITTEE SURVEY ANALYSIS

(See January's Script for final survey numbers.)

At our GWC Board Meeting January 26, we completed our analysis of the Strategic Planning Committee Survey. Several participants stated in one form or another that they would attend more Membership Meetings if they had a ride to the meeting. Night driving hindered their willingness or ability to attend Membership Meetings. The GWC Board would like to increase participation at our Membership Meetings and establish a "Meeting Ride Along Program" where people could sign up to drive members to the meetings as long as they lived reasonably close to them. And members could contact a Point of Contact Person (POC) to get a ride to the meeting and back home.

Currently we do this informally; however, we believe formalizing this effort would be more beneficial to Club members. In order to accomplish this, we need a volunteer to be the POC to coordinate this effort. Responsibilities would include: Solicit volunteer drivers and coordinate drivers with needy members. Please let me know if you would like to volunteer for this position. Email "rainvillegl@gmail.com" Thank you.

Gene Rainville



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2023 MEMBERSHIP MEETING PROGRAMS PLAN

We have begun lining up a series of programs to be presented at the Monthly Membership Meetings across the year. The idea is to present topics in a variety of different categories that will bring something of interest to everyone. The categories are:

- Maintenance and Restoration Tips and Tricks where the program will focus on an in-depth look at various Model A systems such as brakes, electrical, engine, fuel system. The programs will provide insight into proper operation, repair and restoration.
- Ford History where the program will focus on topics such as Ford in Asia, Ford in Europe Ford Racing, comparison of Ford and other automotive giants and the manufacturing wonder of the Ford corporation.
- Annual Safety Shakedown where we will pause to focus on safe maintenance procedures, safe driving habits and emergency situations such as car fire and first aid.
- Model A Club Life where we will focus on the technical and interesting aspects of ongoing Model A projects within the Club; stories and highlights from Model A adventures members have undertaken recently; swap meets and Sully preparations.
- Other Special Topics such as “My other hobby is...” where members can share with the Club interesting aspects of other interests they have and spend their time working on; “Did you know they did that?” where we will explore landmark sites in the greater DMV area that you probably know about but may not really know what happens at those locations; Special projects such as 3-D printing and how it can be used.

Here is the line-up for the year so far. As you can see, it is filled with topics but I still have to confirm presenters. Please consider taking one of these on! If you see one that strikes your interest and you would be willing to deliver the presentation, please let me know. features that make his Fodor sedan an exceptional touring car. Jim will cover some of the mechanical modifications and creature comfort adjustments he has made sprinkled with some of the remarkable touring he and Connie have accomplished with the car. Come out in February to hear some truly interesting discussion.

Date	Title	Presenter	Presenter Confirmed
19-Jan	Indoor small parts swap meet	N/A	N/A
15-Feb	Jim and Connie Bakers Touring Fodor	Jim Baker	Yes
15-Mar	Annual Model A Safety Shakedown	TBD	No
19-Apr	Maintenance/ Restoration Tips&Tricks (Carburerator)	TBD	No
17-May	Appearance Judging	Sully Chief Judge	No
18-Jun	The June Membership Meeting will be SUNDAY June 18th at Sully	N/A	N/A
Jul TBD	Outdoor Swap Meet- will be on a Saturday Morning	N/A	N/A
16-Aug	Model A/ Ford History: Ford's Presence in the DC Area	Dave Gunnarson	No
20-Sep	Maintenance/ Restoration Tips&Tricks (Electrical)	TBD	No
18-Oct	My recent/ crazy Model A trip. What I saw/ What I learned	TBD	No
15-Nov	My other hobby is... AMT Models	Milford Sprecher	Yes
20-Dec	Christmas Brown Bag	N/A	N/A

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2023 MEMBERSHIP MEETING PROGRAMS PLAN (Cont.)

For February, Jim Baker will be highlighting some of the special features that make his Fodor sedan an exceptional touring car. Jim will cover some of the mechanical modifications and creature comfort adjustments he has made sprinkled with some of the remarkable touring he and Connie have accomplished with the car. Come out in February to hear some truly interesting discussion.

For March. Annual Safety Shakedown. ***I need volunteers to help present.*** The idea is to have three different stations for everyone to attend and learn from.

- 1) **Maintenance Safety**: Regardless if you do your own Model A maintenance or someone does it for you, what are the things you as the driver should be aware of to make sure they are done right and your car is going to perform properly. What are the things that should be done to prevent injury while the maintenance is being done.
- 2) **Driving Safety**: Our cars were built in a different time with significantly different road and surrounding driving conditions. Some reminders on how to Have Fun and Be Safe! while on the road.
- 3) **Emergency Condition**: What should I do? The best time to answer that question is way before the situation occurs, not just after it happens. The Coast Guard motto "Semper Paratus" (always ready) comes to mind. A few emergency situations you could encounter will be discussed along with a basic First Aid refresher.

For April. Carburetor Maintenance and Restoration Tips and Tricks. ***I need a volunteer to present.*** Regardless of how simple in design the Zenith Carburetor (and some of the follow-on replacements like the Tillotson) was, getting them to perform properly requires an understanding of how they are designed and the purpose of all the components. Armed with this understanding, trouble-shooting issues, and better yet, avoiding their occurrence altogether, becomes a simpler matter. This program is intended to help all attendees with this level of understanding.

Looking further ahead: If sometime during the year you are planning to attend a National Meet or another significant Model A event outside of the GWC-sponsored events, please consider signing up now to present at the October meeting (My recent/crazy Model A Trip, what I saw, what I learned). The idea here is to create a photo journal so other Club members who were not able to have that "in-person" experience can enjoy the resulting "sea-stories".

Thank you!

Hank Zajic
Programs Chair

MEMBERSHIP REPORT

Final Stretch for 2023 dues. We have had a good response on collecting dues, but we still have some people outstanding. The cost is the same as previous years: \$20 for members with email and \$30 for those legacy members that already receive the Script on paper.

Contact Shep if you have a question on if he has received your dues or not.

You can send your money via PayPal by using Shepman@gmail.com and make sure to pick Friends and Family as part of the process. Venmo is also available; use @Greg-Shepherd-92 And finally Zelle can be used with Greg’s phone number: 703-475-6513.

For the more traditional route, the mini-membership application that can be used for renewal is below. Please print out and indicate in the application form any changes to your info (phone numbers, emails, addresses, etc.) when you mail the check in. Please make the check out to ‘GWC Inc.’ and send to:

Greg Shepherd (GWC Membership Chair)
3715 Brices Ford Ct.
Fairfax, VA 22033

The hard deadline is: February 28th, 2023

Jeff VanGorder

For membership renewal, just mark any changes to existing information. **No need to fill out the entire form**

George Washington Chapter Inc. Model ‘A’ Ford Club Application

Names- First _____ Spouse _____ Last _____

Address _____ City _____ State _____ Zip _____

Phone (H) _____ (C) _____ (B) _____

E-mail _____

Model A’s owned:

1) _____

2) _____

3) _____



MARC MILEAGE PROGRAM AWARDS FOR 2022

The 2022 mileage report is noted below:

Jim Cartmill	31 Tudor	43,663	
Clem Clement	30 Cabriolet	15,250	Sold to Hank Zajic
Joe Curatola	31 Tudor	12,053	
Paul Gauthier	30 Tudor	6,013	
Paul Gauthier	30 Delux Fordor	4,564	
Andy Jaeger	31 Pick Up	9,663	
Andy Jaeger	30 Town Sedan	10,263	
Chuck Kunstbeck	31 Delux Coupe	28,199	
Benny Leonard	30 Tudor	16,297	
Bill Sims	31 Town Sedan	15,673	
Milford Sprecher	30 Town Sedan	6,552	
Milford Sprecher	28 Roadster	2,230	

Based on these mileages, we have one award pending for 2022. President Milford Sprecher drove his '28 Roadster 624 miles in 2022, giving him a total of 2,230 miles in the program. He is therefore due the 2,000-mile initial award. Most of the rest of us apparently were still dodging COVID-19 or the crisis of the moment. Maybe we'll do better in 2023. You may also remember two cars no longer in the list—Benny Leonard sold his '30 Coupe and Millard Springer sold his '31 Cabriolet and moved to Florida.

The Mileage Program is sponsored and administered by MARC and one of the requirements of the program is membership in that organization. All mileage accumulated throughout the year counts toward the program. However, mileage accumulated during years you are not a member of MARC does not count toward an award. Betty Fisher is the National MARC Mileage Program Chairperson. Betty uses the published MARC roster to determine membership. If a Club member drops their membership in MARC, I do not carry them in the program, though I do maintain their previous data. Should they rejoin, their mileage begins accumulating from their total the last year they were a member.

If you are planning to go to any national meets, participate in Club events, or just drive your Model "A," why not make your miles count by joining the MARC Mileage Program? To join, you must, as mentioned, be a member of MARC and pay a one-time registration fee of \$1.00 per car. Your car must be of original manufacture (1927-1931), be titled as a Model "A", and be authentic in that it should have an original-type four-cylinder engine (1927-1934) and have an original body style for year of manufacture. Awards begin at the 2,000-mile point, followed by a 5,000-mile award, then every 5,000 miles thereafter. Come join the fun and make all those miles this year count. You can find more information and a registration form on the MARC Web Site and mail it directly to Betty. You can also contact me by phone at home (540-743-5510), by cell (540-878-8819), or by email (cartmill@embarqmail.com) to talk more about the program. When you send your registration form to Betty, please let me know so I can enter you in the Club Mileage Program spreadsheet.

Jim Cartmill

WE WANT YOU!



Do you have an interesting project you really **should** share with fellow clubbers? Do you have lots of experience working on your Model A that others **would** benefit hearing about? Do you have some fun Model A experiences, stories or special knowledge others **could** probably be fascinated by? **BUT...**

The thought of organizing a presentation makes you sigh. Just thinking about using PowerPoint gives you a headache. The dread of managing electronic files causes you to shudder. Are these the things standing in the way of sharing your great stories, talents and experiences with the rest of the Club at a membership meeting?

If that is the case, fear no more! Give me a call and let's banish the shoulda, woulda, coulda together! I will help. You bring the Model A knowledge and experiences and I'll bring the computer "button-smashing" skills. Together we will make beautiful Club presentations. There is already a basic outline for membership meetings in 2023, but I do not have presenters for most of them yet. If you would like to tackle any of these topics or offer a substitute topic, let me know!



Thank you!

Hank Zajic
Programs Chair
571-328-8511
Zajic5@verizon.net


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2023 GWC INDOOR SWAP MEET

The GWC started off its 60th Anniversary year with a terrific indoor swap meet at our American Legion Hall meeting site. Because of COVID restrictions it has been several years since we were able to have this mid-winter favorite.

Apparently, there was plenty of pent-up energy, interest and treasure. Set up started at 6 PM and the earliest of early birds began arriving a little before 7 PM to see what was available. As in the past, there was no business meeting prior to the swap meet starting. Like Christmas morning, everyone just dove right in to the conversations, story-telling and treasure ...



Early Birds looking for the tastiest worms. Stan's treasure filled four tables on its own!



Luke's array of hand-pumps. Notice the compound pump on the far right.

... and treasure was plentiful! In the “quirky cool items” category, Luke Chaplin brought an array of antique hand pumps, including one compound pump that he believed was Model T-specific and dated to 1910-1915. Following the old adage, “if you have never seen one before, you may never see one again, so buy it now,” that pump sold quickly. Those who were waiting to see what happens (like me) missed out on a great opportunity.

John Dougherty mentioned that he was under strict orders from his “property manager” to thin out some of his volume of stuff and he apparently took that direction very seriously. He came with items marked with “I’m not taking them back home with me” prices. Where else are you going to find sandblasting gear for \$2? And the deal of the night: 1 bucket, 1 buck. Period. The thing is, the bucket was full of enough stuff that you had to be careful of back strain when lifting it! John made sure his very strict “no returns policy” was understood in advance of the sale. Pure treasure!



Almost hidden. The deal of the day! One Bucket... One Buck



Dave describing his gas cap collection

Dave Henderson brought a table full of beautiful items, including some gorgeous trim work in mint condition and several items of historical interest. For me, the most fascinating item he displayed was his collection of gas tank caps. They drew a lot of attention from the attendees. As you



How much? A dollar a pound!

can see in the picture, it is a meticulous array in a beautiful hand-made-for-purpose box with accompanying historical data attached to the inside lid.

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2023 GWC INDOOR SWAP MEET (Cont.)

Museum-quality stuff! For sheer volume of treasure, no one could top Stan Johnson's stash of Model A parts, antique tools, eV8 and other parts, power tools, books, literature and maybe even a kitchen sink (ok, it was really an oil pan). Spread across four tables with more on the floor, attendees were able to delight in searching for just about anything they could imagine.

Stan could often be seen dealing with two or three buyers at the same time. A highlight came when Dave Henderson expressed an interest in one of the steering columns Stan had with him. When asked the price, Stan did not miss a beat and replied, "I believe the going rate is a dollar a pound." Stan conveniently also had a scale he had not yet sold and so after a quick calibration check, a firm price could be arrived at. To keep things absolutely on the up and up, an independent, uncontested scale reading was taken by Bill Bass. Should you ever find yourself in this situation, 8 pounds is a good answer! I don't know where the final negotiations ended for that item, but Dave went home a happy man as the new owner of that part. A muffler/ exhaust pipe unit Stan brought started making a journey around the room. In the first picture you will notice it standing up against the wall. It later migrated to another table (see third picture) and eventually it landed on Dave's table. This generated a briefly lived rumor that Stan's prices were so attractive that his stuff was being bought and resold right then and there! This re-sale rumor had no merit but what the heck! It makes a good story.



Without question, the most valuable treasure to be found was in the conversations, story-telling and fellowship that such a gathering brings about.

With over thirty club members in attendance, the opportunities to mix and mingle, get caught up with old friends and make some new ones was the priceless treasure everyone took home with



them that night, even if they came with no money in their pocket. Many thanks to Gene Rainville who once again did the yeoman duty of providing refreshments for the entire group! With all he does for the Club already, it would be great if someone would consider relieving him of this task and volunteer for the vacant Refreshments Chair.

Hank Zajic

MODEL A ARCHAEOLOGY

Part 2. Annie's A: "The People and Some History"

In Part 1, I introduced you to the 1931 Tudor Sedan that I refer to as "Annie's A" and described the "Model A Archeology" project I am undertaking. Like an archeologist, I intend to gently scrape away some of the grime and other distracting layers to try to understand and document the origins of this car. In this article, I want to make Annie's A as real for you as she is for me by introducing you to the remarkable people who this humble Tudor Sedan has been intertwined with over the past 76 years.

Annie's A has "always been in the family". In a 92-year context, that would almost be accurate but ... the truth is the history of the car is only traceable back to 1947. Sixteen missing years is essentially the lifetime of most automobiles. Here is what we know.



Annie's passport photograph

"Annie" is Anna Brebis Mosch. She is the sister of my paternal grandmother Pauline. Annie's baptismal certificate indicates she was born on December 23, 1902, in Plhov, Czechoslovakia. From all accounts, she was a gregarious individual with a giving heart and a flair for a good joke. Her passport documents a one-way trip to New York in 1928. I found a handwritten note that indicates she made the journey on the SS President Harding, departing Bremen, Germany, on November 14, 1928, and arriving in New York on November 24, 1928. Other papers show that she became a naturalized US citizen in 1945.

Annie lived in Astoria, New York. Astoria had a large Czech population. This is where her sister Pauline and brother-in-law Charles (my paternal grandparents) lived. From a few different documents, including her 1942 income tax return, I learned that Annie worked for Alice H. Kerbs in her home at 965 Fifth Avenue in Manhattan as a household domestic (maid). [Sidebar: When Googling Alice Kerbs, I found there is a significant monument located in Manhattan's Central Park to the honor of Alice H. and Edward A. Kerbs that was dedicated on June 2, 1954. I guess they were of some influence back then. Ain't the internet terrific?!]



Rudy's Green card photo,
1932

Annie married Rudolph Emanuel Mosch (Rudy). This was Annie's first marriage and Rudy's second. They had no children together. Their marriage certificate is lost to the ages so the specific date cannot be confirmed, but my dad confirmed that they were not married when dad departed for the Marine Corps on December 19, 1944. They were married when he returned in 1947. After getting married, they lived on School Road in Whitehouse Station, New Jersey. It is a pretty rural area. They raised their own vegetables, some fruits and chickens. They both worked for the Durling Farm Dairy. [Sidebar: Durling Farm Dairy, started in 1888, still exists today. It is now called Readington Farms, Inc. and is located at 12 Mill Road,

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MODEL A ARCHAEOLOGY (Cont.)

Whitehouse Station, NJ]. It is believed that Rudy had the Model A prior to their marriage but how long is uncertain. We have a green card issued on August 10, 1932, that indicates Rudy arrived in the US on June 28, 1910. He was 19 years old when he immigrated. He became a citizen on January 9, 1933. His address on that document is 18 Dover Street, New York City. With these skimpy facts to work from, it is not out of the question that Rudy *could have* bought Annie's A as a new car. I do not know what Rudy's occupation was prior to his Durling Farm days. I do not know if it is even reasonable to think he could afford a new car or have practical use for a car while living in Manhattan or how long he lived in Manhattan before moving to New Jersey.



Wintertime at Whitehouse Station NJ.

So, the starting point we have for Annie's A is that my dad was certain that by the time he returned home from the service in 1947, Annie and Rudy were married, the Model A was there, and it was already sporting its black paint job, the 1930 radiator shell and the very non-standard right fender wheel mount. I have located one picture of the car from that time, after a snow-storm in New Jersey. It is clearly Annie's A based on the unusually low location of the left side view mirror. This photo is not dated but the house shown is the one that Annie and Rudy lived in at Whitehouse Station. Chickens had not yet moved into the car.

From my dad, I know Rudy primarily drove a panel van that we have one surviving picture of. Because of their different jobs at the dairy, Rudy went in very early in the morning driving the panel van. Annie left later in the Tudor. Rudy died in that van in a railroad crossing accident in 1954. The story goes that Annie drove past the accident scene in the Tudor, not realizing until later that it was her husband involved in the accident. Annie regularly drove the Model A, as a work car, a farm chore car and also to visit her sister in Astoria, New York. This was a trip of about 75 miles one way. According to my dad, the throttle lever was her friend and she drove primarily using it, not the foot pedal. Also, according to him, "all the way down" was her favorite position for the lever to be in!



Whitehouse Station 1948. (L-R) Charles Zajic (my grandfather), Annie, Rudy, Pauline (back to camera). Behind panel van, my mom Anna.



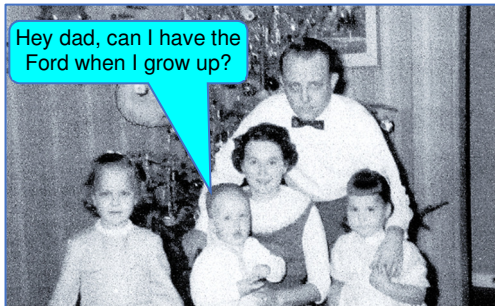
Annie and her replacement Chevy. Not as good as a Ford!

Annie continued to drive the Model A until sometime in 1957-58 when it began having mechanical problems. She replaced it as the daily driver with an early 30's Chevrolet sedan. According to my dad, she always liked the Ford better than the Chevy. Ironically, although there are no surviving pictures of Annie with her A, we do have a picture of Annie and the Chevy. My dad claimed that at that point, the Ford was put up on cinderblocks and became a chicken coop for Annie's dozen or so chickens.

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MODEL A ARCHAEOLOGY (Cont.)

Whatever the actual use, we know that the Model A was out of service by 1958. In late 1958, Annie was diagnosed with cancer. She survived until November 1964 but as her health failed, she moved to a sanitorium in the area.



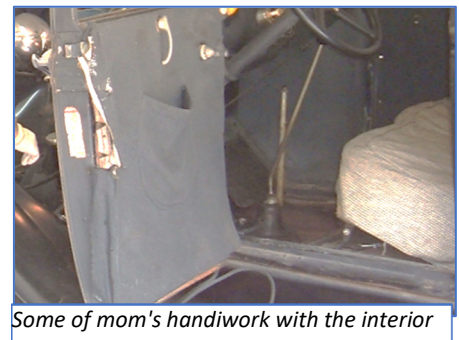
Flushing NY, Christmas 1962. Anna and Jerry Zajic saved the car from the chickens and oblivion in 1963. That's also my sisters Carol and Geri along with "yours truly".

As Annie's health declined, my dad became caretaker of Annie's homestead. I recall trips out there from our home in Flushing, NY, in our '61 Mercury Colony Park station wagon. We'd go for the day to do maintenance, chores and clean-up. When it came time to sell the place, dad took possession of the Model A and let the Chevy transfer in the property sale. He recorded the transfer of the Model A on October 5th 1963. Although he was a dedicated record keeper and saver of just about everything, no specific records survive of what he did to the car. Flat black brush-on paint seems to have been a favorite for him in the interior. (Maybe there were a lot of chicken droppings to deal with after all?)

My mom made slipcovers for the seats in a black and white check fabric ... not exactly LeBaron Bonney but a high-quality product nonetheless. The doors were covered in black fabric. The roof was tarred to keep it from leaking, something Annie was probably doing as well. One missing rear window was replaced with plexiglass. The bumpers and luggage rack were brush painted in aluminum paint and the blue Ford bumper emblems were painted red. One receipt that survived shows that dad added the Boyce moto-meter now on the car. A few hubcaps were missing and replaced. There are three "Fool" (Boo!) hubcaps on the car that were popular as a JC Whitney item of the time. The steering column-mounted light switch got bypassed in favor of a switch mounted into the dash and about two miles of electrical tape wrap what I imagine is the original wiring harness. There was probably some mechanical work done to ensure proper operation but the engine has no obvious signs of parts replacement or disassembly. The generator is not Model A correct but I have no record of when it was installed. Likewise, a Tillotson carburetor was installed at some point.



Dad left this can for me in the backseat



Some of mom's handiwork with the interior

We have an insurance document that shows dad put the car back on the road effective July 1st 1965. A DMV document indicates he surrendered the registration on October 25 1966. To this day, the 1966/7 registration sticker remains on the windshield. From 1963-1986 the car was garaged in Flushing, New York. When my parents moved to Homosassa, Florida, in 1986, the car was moved via moving van to that location, where it was also garaged. My dad was an old-school aviation mechanic. He had routines that he held to as important. During the entire time he had possession of Annie's A, the engine was hand cranked weekly to ensure it never froze up. *That's a lot of hand cranking from 1963 to 2005!*

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MODEL A ARCHAEOLOGY (Cont.)

I took possession of Annie's A in December 2005. My parents were moving and the new location had no garage. Receiving the Model A caused me to sell my 1958 Mercedes 190SL, a story for another day, but how's that for a trade up! I joined the local Model A club (that's us, the GWC!) as a way to gain some more knowledge and experience from people who have been around the cars.



April 2006: "Tom, what were you thinking when you picked this project?"

Stan Johnson and Tom Quigley thought it would be neat to do a "dormant car startup" as a Club project. I willingly agreed, without really knowing what I was getting into. But hey, they look trustworthy. Right?! What ensued was a several-month journey across much preparation and two separate Club events at my house. The project is well documented (check your 2006 editions of the Script), so I will be light on details here. The preparations done outside the Club events involved a set of inspections following detailed check sheets, adapted from the Les Andrews book, to validate there were not serious problems with brakes, structural integrity, or component security. It was a very thorough list of pre-work that I have retained over the years and can share.

As part of the work done in-a-group, a 4-bladed fan that was installed at some unknown time in the past was replaced with a proper 2 blade. A new water pump was installed; a new muffler replaced a wholly incorrect one; a severely worn and improperly installed front motor mount was replaced; the generator was verified for operation; the car was fused for safety; and timing was checked. The sessions were fun. Having a swarm on the car was a little overwhelming at times, but everyone kept trucking and progress was good. Melanie (my wife) and Sara (my daughter) ensured the coffee urn and the fresh-baked muffin baskets remained full. I learned early on that a well-fed clubber is a happy and generally productive clubber. Easy do! Best of all, for the first time since I was a kid, I actually got to drive Annie's A, WHICH WAS GREAT! ... if short lived.

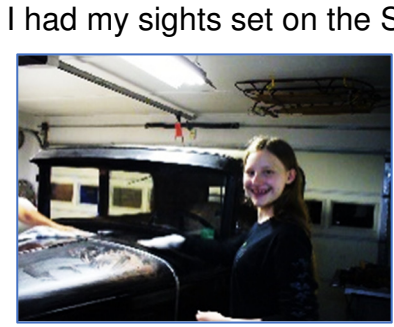


"This is too easy with the new Navy guy!"
Clem showing Hank how to "test a muffler". April 2006
(l-r) Hank, Paul, Tommy, Benny, Dad, Clem



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Model A Archaeology (Cont.)



Wax on Wax off before Sully 2006

I had my sights set on the Sully car show, 2006. My kids were all interested, particularly my daughter Katie who spent the days before Sully 2006 working up as high a shine on the paint as she could. It actually buffs out very well after all these years. During a very brief test drive, a massive oil leak from the rear engine bearing put an end to that idea of going to Sully though. This was not a dripper, it was flowing! Emergency dropping the oil pan and checking for a clogged return line did not solve the problem. This happened during a very chaotic time for me and sent Annie's A back into the background of priorities. One thing led to another between 2006 and now, some really happy events, some pretty traumatic events... and there Annie's A sits, patiently waiting for some action.

Now you know the people who have been very close to Annie's A over the past 76 years. Hopefully you are drawn in a little closer to this car's rich history!

Next Time: Model A Archaeology Part 3. Annie's A: "The preserve, conserve, restore dilemma."
Hank Zajic

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MODEL A FORDS IN CUBA

Many people are aware of the large number of old American cars that are still on the road in Cuba. I recently returned from a nine-day trip there and was curious as to whether I would see any Model A's during my trip? I knew that there was at least one, as a neighbor who had gone there a few years ago had shared his photos from his trip and I saw a Model A in one of his photos.

I had only been in Cuba a day or two before I saw my first Model A, a red 30-31 phaeton. It was going the opposite direction of us on a divided road, so I only got a glimpse. I saw it again a couple of days before I left, but it was another fleeting glance. I kept my eyes open for the car, but didn't see it again.



Another day we walked down the grand promenade to the ocean and on our way back we saw a second Model A that I thought was waiting for the light to change. I stood waiting for it to move when I noticed that it wasn't moving, but was broken down in the road. I crossed over and saw that it had a wheel off and thought it was a flat tire. Getting closer, I realized that the brake



drum was also off and that it had no axle on the right side! The driver was sitting alongside the road and I approached him. He was fairly young and spoke no English, so I could only speculate on what happened. It appeared that the axle had broken or had been removed.



Upon closer inspection, saw that it had hydraulic brakes. It looked like the original rear end, but it had coil springs instead of the transverse leaf spring. The front looked fairly stock, but appeared to have later V8 shocks. I was curious about what kind of engine it had, as many of the original engines in the old cars have been replaced, but without the ability to communicate with the driver, I wasn't going to be able to engage him. He didn't seem that interested in talking, so I was left to come to my own conclusions. I have a few photos of this car, a 1931 Tudor. I couldn't get a photo of the phaeton.

The last "Model A" I saw was a fake. It said that it was a 1928 Model A, but it looked weird. It is a two-door phaeton, which was not made in 1928. Upon closer inspection, I realized that it had a rear engine and was a Volkswagen chassis with what appeared to be a fiberglass body on it.

From my own observation, it appeared that 5-10% of the cars on the road in Cuba are late 40's - 1950's American cars in all states of repair. A book I read claimed that one in eight cars in Cuba are pre-1960 American cars, or 12.5%.



Milford Sprecher



SULLY ANTIQUE CAR SHOW #48 – FATHERS’ DAY 18 JUNE 2023

We are just shy of five months when we shall meet on the “Field of Car Dreams” to celebrate the 48th Sully Antique Car Show over the last 50 years!

The 48th Sully Committee: GWC President Milford Sprecher; Chairman, yours truly; Vice Chairman, Paul Bjarnason; Registration, Bill and Carol Benedict; Flea Market Registration, Bruce Metcalf; Flea Market Set-up and Check-in, Al Iagnemmo (CPT AL) (IF he is not in Alaska); Chief Judge, Gene Rainville; Parking, **TBD (that could be you!)**; Trophies and Dash Plaques, Gil Beckner; Advertising, Donna Stubin; Sno Cones, Greg Shepherd (for the last time); Special Displays, Benny Leonard; Century Display (NO PARADE), Doug Tomb; Information Tent, Dan and Donna Lyon; and Greybeard, Stan Johnson. Thank you all for volunteering to fill the roles of Sully Co-Chairs!

With the spirit of “Chairman Emeritus Bill Worsham” (though not always as quietly composed as he was), the Sully Committee is energized and planning is just about in full swing. The Letter of Agreement between the GWC and the Fairfax County Park Authority is approved and jointly signed (electronically – a first for me at our kitchen table!) on 22 December 2022. And the Sully Committee members met with the Sully staff on 24 January and following a very successful meeting adjourned to the Backyard Grill for lunch.

The Sully Staff has added two new members to include a new Maintenance Crew Chief. Fortunately for her and not so much for us, Sully Manager Carol McDonnell will be retiring from the Fairfax County Park Authority in April. Carol is a great fan of our car show and her assistance coordinating the show details and drafting and staffing the new Letter of Agreement was invaluable (that was an 18-month effort!). Her supervisor, Mary Olien, is stepping in as our point of contact for the 48th Sully show.

Final Draft of the Registration Brochure should be with the Graphics folks by the time you are reading this. The 48th Sully Pin order is complete and with the vendor. The Food Vendor is on board (contract will be signed in March). Permit applications are no longer a mystery and easily managed on-line now (wonder where I hid that password?!). Trophy and Dash Plaque orders are being prepped. And, we have a preliminary budget (with pending approval of the GWC Budget). [Editor’s note: Sully t-shirts will also be available, beginning with the March general meeting. Still only \$20. Wear ‘em when you can and advertise the show!]

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SULLY ANTIQUE CAR SHOW #48 (Cont.)

SO, ARE YOU READY? OK, I am early asking, but...please think about the biggest role for our GWC effort at Sully – all of the volunteers needed to continue the great legacy that is the Sully Antique Car Show. More to come on help needed and how to sign up in future Script articles and at monthly meetings.

Weather Forecast for 18 June 2022: “81 degrees, partly cloudy, light breeze from the NW!” Apologies for missing it last year, it was 79 degrees! I recall forecasting 80!

Thank you all in advance!

John Dougherty
GWC Annual Meet Chairman

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FROM YOUR ACTIVITY CHAIRMAN

Correction: In last month's Script, I listed the Small Parts Day at Benny's on May 29, 2023—the correct date is April 29, 2023.

We are in the slowest time of the year for Model A activities. However, spring is not too far away, and we should start thinking about getting our "As" in shape for the upcoming driving season. We don't have any tours or events planned for February. In any case, March should begin our touring season. So far, we only have the AACA Parts and Swap Meet planned. As usual, this should be a great venue to get those unique parts that are hard to find. I am hoping to be able to schedule a tour in March—possibly a driving tour around the Haymarket area with a bring your own picnic lunch at my house. The Club will provide drinks and snacks. There are a lot of back roads with nice scenery to take in, even in the winter; or possibly an overnight tour in Maryland. Hang tight; let's see what we can gin up. In the meantime, be safe and we will see you at our normal Monthly Membership Meetings. Best regards ...

Gene Rainville
703 489-7321 –
rainvillegl@gmail.com

COLLECTION OF CLEM CLEMENT TO BE AUCTIONED OFF

On February 23rd, Stout Auctions will be selling the diverse and eclectic collection of Clem Clement. Clem is known throughout the train world for his love of trains with a focus on Lionel standard gauge, Ives and Flyer wide gauge and Ives gauge 1. Clem really focused on Lionel/Flyer/Ives transition pieces and there are many in his collection. Clem is also known for buying custom made, modified, homemade etc. He probably has one of the largest, if not THE largest collection, of these types of trains. Clem is also a Train Collections Association past president from 2008-2010 with an early TCA membership of 64-987. 10:00 to 5:00. For info, call 765-764-6901 or www.stoutauctions.com

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COMING EVENTS

February

February 8 (Wednesday) GWC & CDC Breakfast at the Fair Oaks Silver Dinner – 12251 Fair Lakes Parkway

February 15 (Wednesday) - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.

February 23 (Thursday) – Board Meeting – Zoom - 7:30 pm.

March

March 8 (Wednesday) - GWC & CDC Breakfast at the Fair Oaks Silver Diner – 12251 Fair Lakes Parkway

March 15 (Wednesday) - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.

March 23 (Thursday) – Board Meeting – Zoom - 7:30 pm.

March 24 & 25 (Friday & Saturday) – Sugarloaf Mountain Region AACA Parts and Swap Meet – Agriculture Center – Westminster, Md. – 8 am to 4 pm on the 24th and 8 am to 2 pm on the 25th.

April

April 15 (Saturday) – Cherry Blossom Parade – Washington, DC – Jason Cunningham Tour Guide

April 21 thru 23 (Friday thru Sunday) – Roaring Twenties – Model A Day at the James River State Park – Gene Rainville Tour Guide

April 29 (Saturday) – Small Parts Day at Benny's

April 30 (Sunday) -- Trexlertown, PA. All vintage Fords are welcome.

May and June

May 12 & 13 (Friday & Saturday) – Luray Flea Market/Mid-Atlantic Pre-War Swap Meet – In Luray, Va.

May 18 - 20 (Thursday – Saturday) – AACA Spring Meet in Gettysburg, Penn.

May 20 (Saturday) – Fairfax Antique Car Show

May 29 (Monday) – Washington, DC, Memorial Day Parade – Jason Cunningham Tour Guide

June 9 (Friday) – Greenspring Village Car Show – Springfield Va. – 10:00 am to 2:00 pm.

June 24 (Saturday) – Antietam National Park Tour – Bring your own picnic lunch. Need a Tour Guide.

2023 MARC National Meet



July 30th-
August 4, 2023



2023 Meet Raffles

Five-Goodyear Tires (Value of \$1375.00)

**Model A Rebuilt Transmission
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Tickets are \$3.00 Each or Four (4) for \$10.00

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Tickets are \$5.00 Each or Five (5) for \$20.00

Winners need not be present & must arrange shipping by Saturday Morning

*Tickets will be available at the BAY City Membership meet, the VintageFordForum.com or From Sandy Fox at sunfox511@hotmail.com
as well as the meet registration form in Jan/Feb Model A News and the meet itself.*