

The Ford Script



Vol. XLIV

March 2023

No. 3



Reed Martin's roadster being prepped for sale (see p. 18 for story)



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.gwcmodeleda.org

Web Master: Greg Shepherd

Board of Directors

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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: April 5th

PRESIDENT'S MESSAGE



March is upon us, after an unseasonably warm February. We had a few snow flurries this weekend, but last week saw 80 degrees, so we took the 28 roadster out for a spin. I also gave my wife a driving lesson. She has driven both of my A's, but needs a refresher from time to time. She doesn't quite understand the three-speed pattern, so I will put a post-it on the dash as a reminder. As always, we attracted a lot of attention.

Tom Terko and I joined Scotty Scott from the Baltimore club and got Reed Martin's 31 roadster running before it is sold in May. I have written about our experience and it appears in this issue of The Script. We had a lot of fun getting it running. It runs great and could be a good driver for someone.

I am a member of the Santa Clara Valley Chapter of MAFCA as I spend some time out there visiting the grandchildren. I have gone on a couple of tours with them. It's hard to attend their meetings because they are over Zoom at 10 PM our time, but I enjoy learning from them when I can.

One position they have is a Fun & Fashion activity director. This person puts together activities that appeal to those who might not be as car-oriented as a lot of us are. I thought it was a neat idea and I proposed it to the board. If you have an interest in this position, please let me or another board member know. I am not expecting a lot of activities, but maybe three or four a year that might attract spouses and others and broaden Club activities and involve more people.

The Club has a lot of activities planned, so hopefully there is something you can participate in. I would like to see some more one-day outings, so if you have an idea of something we could do in a day, talk to Gene and we can see about getting them on the calendar.

As we all know, Sully is coming up. John Dougherty is doing a great job organizing the event. We always need volunteers, so please get in touch with him about how you can help.

Happy driving!

Milford

FROM THE EDITOR

In the GWC 25 Years Ago column this month, it is erroneously asserted that the major fire that put my original Model A out of commission was the source of its nickname "Blaze." To set the record straight, Blaze got its name from an incident that occurred during the Northern Neck Tour some years prior when the manifold came disconnected and a hot metal sleeve bounced off the road and set a cornfield on fire. It was quite exciting. People had pulled over and were trying to put it out when a fire truck roared up and took care of the problem. Hence the name "Blaze" ever after. Jim Gray came up with the monicker. It would subsequently live up to its name.

FROM THE SMOKE-FREE ROOM

Board Meeting
February 23, 2023



President Milford Sprecher called the GWC board meeting of the Club's 60th anniversary year to order at 7:05 PM. This was an "in-person" meeting held at the Red Hot and Blue in Fairfax. Board members in attendance were: Milford Sprecher, Hank Zajic, Gene Rainville, Doug Tomb, Bill Sims, Bill Bass, Jeff VanGorder, John Dougherty, James Kolody and Dave Greenwood. A quorum of the board membership was maintained through the meeting.

Sully Meet Chair John Dougherty provided an overview of progress to date, which he characterized as very good. The pins have arrived, and the brochures are at the printer. John is negotiating to obtain 100 coloring books; we sold out last year. Gene provided a first draft of the judging guidelines to John for review. 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.

Treasurer Doug Tomb provided an updated balanced 2023 budget; it was approved unanimously by the Board. Doug plans 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 also good. Doug also reported that he has invested \$10,000 into a one-year CD at 4% interest payable on January 31, 2024. Doug took an action item to follow up with Gerry Olexson on his audit report about a bylaw change on follow-up reporting.

Activities Chair Gene Rainville led a discussion of the monthly plans for the entire year. This includes the plans for the 60th anniversary celebration. Gene has an approved action item to obtain 8 pairs of 12-inch-square magnetic GWC signs for use in parades and to be available for Cherry Blossom Parade in April. The March Haymarket tour is first up. Gene will be publishing the detailed schedule for the entire Club to see.

Programs Chair Hank Zajic provided the board an overview of the Safety Standdown-focused meeting in March, Zenith carburetor technical presentation in April and a dry run of the Sully appearance judging guide in May. Hank also took an action item to purchase a new projector for the monthly meetings.

Youth Development James Kolody is finalizing the date for the late March/early April plans for the car show at the Gunston Middle School.

Secretary Dave Greenwood will provide a short write-up on the monthly meetings for the Script. Milford provided an update on the appointed positions for 2023: Technical Advisor, Tom Terko; Historian, Doug Tomb; Mileage Activities, Jim Cartmill; and will discuss with Jay Melton on updates to the library.

All other board members present were polled for additional business items to be discussed. Hank presented an updated plan for encouraging participation in the mileage program. The

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FROM THE SMOKE-FREE ROOM (Cont.)

board is actively discussing the best way to get more involvement and will report out soon. A lead is needed for spouse activities—contact Milford with ideas. Hank Zajic took an action to track development of nominations for the Carl Patrick Award in 2023 to prevent missing the necessary submission deadline. No additional issues were raised.

The meeting was adjourned at 8:23 PM.

Dave Greenwood
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

President Clem said in his Script column that he wasn't accepting any excuses from us for not working on our Model A's; it was time to get out the dust brush and do those needed repairs. Speaking about Train Day, which he and Sandy had just hosted, he said there had been a great turnout, including 8 Model A's, a '37 Ford truck and a Comet also in attendance. We were reminded that March was Family Night, a night for family fun and good food. He promised not to sing or tell jokes. Activity Chairman Don Temple thanked Sandy and Clem for the wonderfully relaxing and enjoyable Sunday afternoon among trains and friends.



Editor Bill logged in with an agonizing tale about his '31 slant windshield sedan, which had logged 400,000 miles by a rural mail carrier in Virginia prior to Bill acquiring it and having Bill Price restore it. He had become confident that it wouldn't break down in the middle of nowhere; his only worry was that the condenser might blow, so an extra was always carried. But conk out it did. He installed the trusty spare condenser that somehow didn't look the same, but it still wouldn't start. A photographer stopped to take pictures of Bill working on it (just what one in that predicament needs) but did help by running Bill to the nearest phone. With his roster in hand he chose to call Truman Burn, who, unfortunately for Truman, was home. Truman grabbed a condenser and drove the 20-odd miles to the site and put it in. Still no start.... Then the realization that the fuse had burned out. A trip to a Trak Auto store yielded a pack of spares and soon it was good to go. Unfortunately, the curse lingered on, in more modern times a tragic fire did major damage, earning the A the name "Blaze."

Jon Phillips mused about why our members are so enamored with the Model A. He said it was a time in our history when people gained a special freedom to go places that were impossible not so long before. When he and Susan would take a spin in their A, it was always a special treat to be stopped by a person with a twinkle in his eye and a story to tell about a special moment he remembered in his Model A a long time ago—events that if they were to happen today would not seem all that special. The picnic by the lake, the trip into town that today is considered right next door.

Treasurer Chuck Manns presented our financial report, and our biggest expense was "Special Functions," enumerated as the Christmas party, the Pig Pickin', and various "days" and the picnic. Do we travel on our stomachs or what?

Dave Henderson

CALLING ALL SULLY VOLUNTEERS FOR #48 ON 16 & 18 JUNE 2023

Less than four months to **Sully #48! WE NEED YOUR HELP!** Last year, 78 of you signed up—thank you! Yet, we ended up short in a couple of areas, namely Parking and Registration. Several of our member volunteers were not able to make it due to illnesses. The goal this year is to have 100 volunteers sign up! I will also be reaching to other clubs in the area. Still missing two Chairmen! We need Co-Chairs for Show Car Parking and the Flea Market. The Parking Co-Chair will work with Chief Judge Gene Rainville to plan the parking layout, assist with set-up on the Friday before Sully, and supervises parking the day of the show. The Flea Market Co-Chair directs the field layout on set-up day and is present at 6:30 AM on Sunday to direct vendors to their assigned spots (they must be in place by 8:30 AM).

Extended family and friends are welcome to volunteer! Two free admission passes will be available to each volunteer to share. A post-Sully picnic will be subsidized by the Club. As you know, Sully is our only GWC fund raiser each year. Proceeds supplement Club activities that all members may enjoy like the Christmas party, picnics, and snacks at monthly meetings – yes folks, like that super ice cream cake! Sully proceeds also fund the Youth Scholarship Program and they make our donations to the Armed Forces Retirement Home Resident Fund and the Model A Ford Museum, Inc., possible. Last year we deposited almost 10 grand from the 47th Sully Antique Car Show!! The aforementioned items pretty much used that up!

Volunteers are needed for set up and lay out of the Show Car and Flea Market fields on Friday, 16 June. On the big day, 18 June, volunteers are needed for Registration, Show Car Parking, Car Corral, Information Tent, Judging, Flea Market Parking, Trailer Parking, Sno-Cone Stand, and, of course, “wherever help is needed”! More to come next month! And, I will be asking GWC Membership Chairman Jeff VanGorder to email brief volunteer job descriptions to the membership this week. BTW, anybody like to be the official photographer?

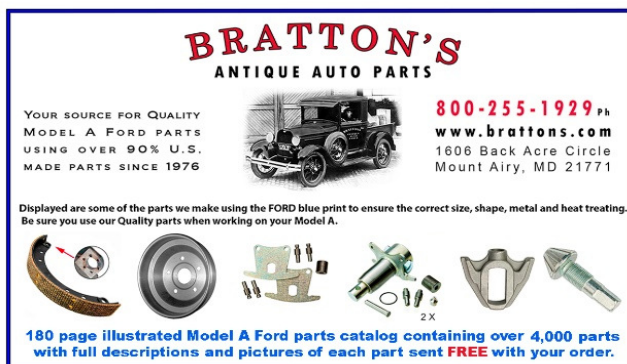
So, please give some thought to what you are able and willing to do. I will begin signing you all up at our March Membership Meeting but you can also call or email. We will work with whatever time you have to offer, hopefully for at least two hours on the nineteenth. Keep in mind that more hands make light the work and fewer hands means more work for those that do. So, let’s spread it around and show the car world that the GWC still puts on a first-class event!

Weather Forecast for 18 June 2022: “81 degrees, partly cloudy, light breeze from the NW!”

Apologies for missing it last year, 79 degrees! I recall forecasting 80!

Thank you all in advance and I look forward to hearing from you!

John Dougherty
GWC Annual Meet Chairman
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doughert@cox.net



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FEBRUARY'S MONTHLY MEETING

Yes you missed the trip to Cuba!

Twenty-three members were present when Milford Sprecher convened the business meeting at 7:40 to allow more time for more great parts and tools sales by Stan and Luke.

Our officers reported out progress and updates to the planned activities in the February Script. The Sully event planning is progressing nicely, we have two great volunteer opportunities—to lead the Parking and the Flea market. You get first looks at the cars and flea market deals. Do not miss out; call John Dougherty today. We also had a special report by Jim Cartmill about the benefits and recognition of joining the MARC mileage program.

Our formal program was a slide show and discussion led by Milford about the cars of Cuba he saw on his February trip to the island—not only a trip down memory lane of the 1940/ 1950 cars but also a recognition of the skills and great lengths the owners take to keep them on the road. We even got a look at a Model A VW combination.



MAFFI NEWSLETTER MINUTE

This is the time of the year we wait for our Annual Model A Days program schedule to be announced. As of this moment, the only thing known is the dates of the event, September 15 and 16. Everything else is “being planned.” We know it will be exciting and a fun time for our hobby; it always is.

How many of us know the history of Model A Day Pins, and if you collect them, how complete is your stash? The pins were first cast for the 2017 Model A Days and are as follows:

- A. 2017 - (date on pin back) The 1931 AA Standrive Milk Truck
- B. 2018 - 1928 Prototype Town Car
- C. 2019 - 1931 A400
- D. 2020 - None (Model A Day cancelled due to Covid-19)
- E. 2021 - 1931 Ambulance
- F. 2022 - Telephone installers pickup

In addition, there are 3 Museum pins: the 20-Millionth Ford pin; the museum Model A Fire Truck; and the Model A Ford Museum.

So what will be added in 2023?

Mike DuBreuil, MAFFI
clubcontact@maffi.org

MARCH MEMBERSHIP MEETING PROGRAM: ANNUAL SAFETY SHAKEDOWN

As we begin pulling our cars out of winter storage and preparing them for another driving season, it is the perfect time to step back and remind ourselves of safe maintenance and driving practices. Three presenters will lead discussions on:

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. First Response: "What should I do?" The best time to answer that question is way before the situation occurs, not after it happens. A Fairfax County paramedic/ fireman will join us to talk through some immediate responses for emergency situations.

For April we'd like to conduct a technical discussion of Carburetor Maintenance and Restoration Tips and Tricks. ***I need a volunteer to present.*** Regardless of how simple in design the Zenith Carburetor 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.

Thank you!

Hank Zajic
Programs Chair

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CALLING ALL CARS ... CALLING ALL CARS

I need to get five or six cars, mix of Model A and non-Model A, with samples from the 30's, 40's, 50's and 60's to be present at our May membership meeting. Ideally, they will be representative of cars that could be found at the Sully Car Show. These cars will be the "Stars" of our May program, which will be: "Sully Judging."

The Sully car show is this Club's biggest event and we are always in need of more judges to help us get through the vast population of cars that sign up to be judged. It's a simple process that does not require in-depth expertise but your service in this area will make a difference. At the May program, our Chief Judge for Sully (Gene Rainville) will give a short talk on the how's and why's of the judging guidelines that are used at Sully, and the membership in attendance will be broken up into small groups to try their hand at judging as many of the "Star Cars" as they can fit in. Everyone will then reconvene to discuss what they encountered and questions they may have.

If you have a car that you are willing to volunteer to use in this program, please let me know (email zajic5@verizon.net or at the April meeting). I will need volunteer cars to be at the American Legion no later than 7:15 PM. We will have special parking set up for your car and we plan to flip the order of the meeting that night (program before business meeting) to take advantage of daylight.

If you have a neighborhood friend who is a car buff (but maybe not enlightened enough to be a Model A enthusiast), this is a great opportunity to bring them along and maybe get them interested in helping as a Sully judge as well.

Hank Zajic



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NOMINATIONS ARE OPEN: THE CARL PATRICK MEMORIAL AWARD

Carl Patrick was a member of this Club in the 1970s and '80s and set the standard for helping fellow Club members in need. His philosophy became the guiding principles for bestowing this award. A Carl Patrick awardee should:

- believe in the restoration and preservation of the Model A Ford “as Henry built it,”
- be willing to share his knowledge of the Model A with his fellow members,
- give unselfishly of his time to help others restore and preserve the Model A Ford,
- help promote the friendship and fellowship we all enjoy because of the Model A Ford.

The nomination process for 2023 is now open and will remain open until the end of June. At that time the president will appoint a selection committee that will review all submissions and recommend a selection to the president. A final decision will be made in the early fall and presentation made at a membership meeting prior to the end of the year. Although an award is not presented every year, only one award will be presented in any given year.

If you intend to nominate an individual for the award, that should be done in writing to Milford Sprecher. The nomination should address all four of the above criteria in sufficient detail to serve as the stand-alone justification of the award.

Previous recipients of this distinction are:

Millard Springer 1985
Dick Lebkicker 1986
John Kandl 1987
Chuck Zierdt 1988
Bill Worsham 1990
Andy Pogan 1994
Don Temple 1997
Herschel Brummit 2000
Stan Johnson 2001
Benny Leonard 2003
Tom Terko 2005
James Kolody 2019
Benny and Sharon Leonard 2020



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George Washington Chapter 2023 Approved Budget - AS OF 02/26/2023

OPERATING BUDGET

<u>Budgeted Income</u>	<u>Responsibility</u>	2022 ACTUAL	2023 Budget	2023 ACTUAL
Membership	VanGorder	\$4,169.00	\$ 3,750.00	\$ 1,160.00
Misc Income (Donations)	Tomb	\$3,000.00	\$ 500.00	\$ -
Programs & Technical Seminars	Zajic		\$ 100.00	\$ -
Club Tours & Activities	Rainville	\$1,600.00	\$ 2,800.00	\$ -
Script Advertising	Sprecher	\$650.00	\$ 500.00	\$ 250.00
Hands on Seminars, Repair	Leonard	\$ -	\$ 100.00	\$ -
Sully Income	Dougherty	\$12,650.00	\$ 14,978.00	\$ -
Total Income		\$22,069.00	\$22,728.00	\$1,410.00
Budgeted Expenses				
Membership	VanGorder	\$1,763.00	\$ 1,089.00	\$ 227.93
Club Programs	Zajic	\$2,447.00	\$ 2,800.00	\$ -
Club Tours & Activities	Rainville	\$5,737.00	\$ 7,300.00	\$ -
Script Printing & Mailing	Sims	\$291.00	\$ 300.00	\$ -
Tool Shed / Tools	Leonard	\$180.00	\$ 560.00	\$ -
Sully Car Show Expenses	Dougherty	\$3,903.00	\$ 5,065.00	\$ 652.04
Web Hosting Expense	Shepherd	\$108.00	\$ 108.00	\$ 119.88
Insurance	Tomb	\$ -	\$ 75.00	\$ -
Presidents Fund	Sprecher	\$810.00	\$ 1,210.00	\$ 341.60
Secretary Supplies	Greenwood	\$ -	\$ 100.00	\$ -
Treasurer Supplies	Tomb	\$542.00	\$ 615.00	\$ 469.06
Total Expenses		\$15,781.00	\$19,222.00	\$1,810.51
UNDER/(OVER) Revenue		\$6,288.00	\$3,506.00	-\$400.51

2023 CONTRIBUTATION BUDGET

MAFFI	Board	\$ 500.00	\$ 500.00	\$ -
SCHOLARSHIP	Board	\$3,500.00	\$ 2,500.00	\$ -
AFRH	Board	\$ 500.00	\$ 500.00	\$ -
BILL WORSHAM (SULLY BENCH)	Board	\$ -	\$ (3,000.00)	\$ -
CLUB AV EQUIPMENT UPDATE	Board	\$ -	(450.00)	\$ -
TOTAL		\$4,500.00	\$ 3,500.00	\$ -

2023 WELLS FARGO BANK CD - RESERVE FUND

WELLS FARGO ONE YEAR CD	Board	\$ -	\$ 10,000.00	\$ -
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Total Expenses \$22,722.00 \$1,810.51

Sum Income and Expenses \$6.00 -\$400.51

Current Bank Balance as of 02-26-2023 **\$27,702.66**

Beginning of year Balance (01-01-2023 Actual) **\$38,103.17**



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SUNSHINE – BETTY KACHEL

Betty Kachel, the widow of long-time Club member Stan Kachel (see *The Ford Script*, March 2018, pp 9 – 10), has passed. I've just learned that Betty passed away in 2021, and that she was buried in Arlington on August 17, 2022.

I received an email from Leslie Kachel Morgan, Stan and Betty Kachel's daughter, thanking the Club for its help and support in sorting through the garage, basement, work tent and storage area to help the family identify and determine the paths for disposal of their many car-related and other collector items. She was especially thankful for the help we provided with Stan's early 1928 AR Tudor, which Leslie inherited, and has with her in Richmond.

Benny, Clem and I made numerous trips to the Kachel house as we helped the family in that difficult time.

Although this sad information, like so much vital Club information, was masked by the scourge of the Covid pandemic, once I get it, I will share it.

Please keep Leslie Kachel Morgan, her brother Lee, and their extended families in your thoughts and prayers.

Jim Gray
Sunshine



FOR OUR OLDER MEMBERS: DO YOU REMEMBER LISA MEADOWS?

Long, long ago, in a very different world, the Club made an overnight tour to Skyland Resort in Shenandoah National Park. I believe it was around 2001 (Editor's note: photo below is from Oct. 2010 issue of the Script), and the aim of the tour was to take part in a car show supporting Skyland's Apple Butter Festival. If memory serves, Woody Williams did the planning for the tour and that included arranging for Lisa Meadows to sing for us. She had a wonderful personality and a beautiful voice, and everyone was enthralled with her presence. She then attended several other events and sung and was always so spirit lifting for us all.

Fast forward to 2017, when Cooter's Place opened west of Luray on Route 211. For those of you who don't remember, Cooter owned a garage in the TV series "Dukes of Hazzard." Cooter's in Luray offered a chance to have your picture taken with the 1969 Dodge Charger, General Lee, as well as a restaurant, shop and live entertainment. Lisa was often there to provide some of the entertainment. By that time, the Cartmill's were settled into our new log home in Luray, but we just never managed to get out to Cooter's, even knowing that Lisa might be there.

A recent issue of the Page News and Courier, Page County's local newspaper, had an article on Lisa noting that she has recently opened a women's coffee and pastry shop in Stanley, Virginia, where she grew up and currently lives, just south of Luray on Route 340. Her focus is to create a safe, welcoming meeting place where ladies and girls can empower each other through shared experiences. Although Lisa's main aim is to empower women of the area, I believe everyone would be welcome to visit.

Jim & Carol Cartmill



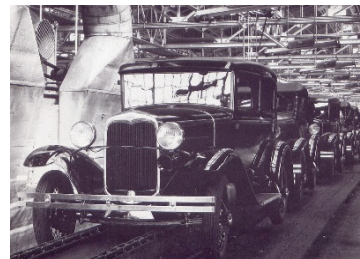
MODEL A ARCHAEOLOGY

Part 3. Annie's A: "The Preserve, Conserve, Restore Dilemma"

In Part 1 of this series, I introduced you to the 1931 Tudor Sedan I call Annie's A and the Model A Archaeology project I am undertaking. In Part 2, I introduced you to the remarkable people who have been involved with Annie's A across the decades. Their imprint remains on both Annie's A and my thinking.

In this article, I wrestle with how to proceed with Annie's A. Do I *preserve* (maintain something in its existing state)? Do I *conserve* (protect something from harm or destruction)? Do I *restore* (return something to a former condition)? I am not the first person confronted with these choices, but now the decision is mine to make. It turns out there are some strong conflicting forces at play. I thought it might be helpful to lay out my thoughts in writing.

Let's dive into the deep end of the issue and start with the battle cry of every preservationist, "They are only original once." Those are powerful words! They tug at the emotional heart strings that imply if the car is restored at all, something important is lost. They draw a line in the sand and make it crystal clear that once crossed, there is no going back, no do-over. The rise of the preservation class of automobiles makes sense to me. I see it as a reaction to earlier periods in the hobby-at-large, where many cars were over-restored to conditions in excess of original manufacture or "restored" with little regard to period-correct details.



This '30 Tudor is unquestionably original rolling off the assembly line. How long did any Model A remain "original" after that?

My own personal philosophy leans pretty strongly to originality as an important quality. As a result, since taking possession of Annie's A in 2005, I have been hamstrung thinking about the preservation of survivor cars. Do I have some responsibility to continue preserving the "one-time only" state of Annie's A? Although there are still many Model A's still out there, the number of real survivors is small. ***Do I have an inherent obligation to continue preserving Annie's A "as-is" considering the relative rarity of her current "time capsule" status?***

The counterpoint to the preserve discussion is: "What exactly would I be preserving?" In the first 27 years of its life, Annie's A was used pretty hard. It wasn't being



Close-up of Annie's tarred roof, easily mistaken for lunar landscape!

preserved then. It was being consumed. With 87,027 miles on the odometer chalked up in those years, or an average of a little over 3200 miles per year, substantial wear is evident throughout the car. Yes, she's a time capsule but a capsule of what? The best I can say to that is she's a time capsule of what it was like to be a well-used, somewhat modified Model A in 1958, when your owner put you up on blocks because



Original Upholstery. Further use assures destruction.

you were not running properly after 27 years of hard, faithful service. Is that really worth preserving? If my dad had different interests in the '60s, Annie's A would have been a perfect restoration candidate then, so why not now? Instead, Annie's A remained up on blocks with a somewhat modified body, the wrong generator, a repaint (probably to a color different than she started with ... more in a minute on that), a tarred roof, torn and worn

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MODEL A ARCHAEOLOGY (Cont.)

upholstery and a lot of overall wear and tear. The car that went up on blocks IS NOT the car that rolled off Henry's assembly line. Is that really something important to preserve? Does careful restoration serve better?

Hacking at this question from a different direction, is the car usable in its current condition? Does the time capsule nature of its history render it non-usable today? Great questions! Plenty of old cars are driven in their original, non-restored state. Many museum-preserved cars are not drivable at all. I would say every car is different and needs to be evaluated individually. As for Annie's A, my simple answer is: No. Annie's A should not be driven in her current state. Why not? She has been off the road too long, and when she went up on blocks the real condition was not documented, although it is known the car was having problems. In 2006 during the Club event where we restarted a long-dormant car, Annie's A passed a reasonably rigorous set of inspections for safety ... BUT even during the event we were discovering new issues (a nearly broken front engine mount for example). Her running gear is caked with old grease (great for preservation ... not great for inspecting condition), her electrical system is wrapped in about two miles of electrical tape. There are lots of bits on her that may or may not function as designed or be near failure but not yet discovered. I believe if I want to use the car, I have a responsibility to myself and to those around me to KNOW, *not just hope*, that Annie's A is safe to be on the road. A much more detailed examination is needed to know she is safe to be on the road. That requires at least some degree of disassembly...



*Front motor mount excessive wear.
Where do similar problems lurk?*



Engine A4278399 might be original but it is pretty shabby too.

steering and not repaint them before installing? Am I going to install new, safe wiring and leave the surrounding areas "messed-up as-is"? Not likely.

...and that puts us on a very slippery slope. How many unanticipated frame-off restorations have been launched by the simple desire to "do this one little thing"?! Am I really going to pull the engine to address the major oil leak and not clean it all up/repaint it before reinstalling it? Am I really going to degrease, clean and inspect the front wheels, axle and



*Black firewall that faded over time? Or Lombard Blue? It's a little light for that too.
Something else?*

Now, let's talk paint. Frame and running gear paint is unknown condition because of the amount of grime built up. The body paint on Annie's A is in remarkably good condition but I am pretty certain it is a repaint from sometime before 1947. Like a little temptress, the firewall of Annie's A has been calling to me since I was a little kid. In assembly, firewalls were painted lower body color and as you can see from the picture, Annie's A looks blue. Lombard Blue would be correct for a '31 55B. Since I was a kid, I realllllyyyy wanted Annie's A to be a Lombard Blue and Black car. OK, so why not just paint it and make myself happy? Well.... with her poor condition bumpers and tatty interior and tarred roof, if I were to repaint/clean up some items and leave others alone, it would sort of be like wearing a tuxedo and sneakers. You can

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MODEL A ARCHAEOLOGY (Cont.)

do it, it's just weird. Furthermore, active use of the fragile upholstery, original but brittle starburst floor mats and other similar items will just ensure their rapid destruction. Bad idea! See what I mean about slippery slope? I started with "pull the engine to address the oil leak" and just like that, am now at full restoration!

I also think about the future. I think about Annie's A as a legacy car that stays in the family. So, what about next generations? What do they want and need? It's a pretty unanimous sentiment in my family that the interior is smelly, gross and not fun to be in. OK. That's a pretty strong vote. And then there are potential improvements. Would future generations be better served with hydraulic brakes? Lighting upgrades? Overdrive? What other upgrades should I consider that make Annie's A the best usable car into the next 20-30 years?

So how about that!! In the space of a few pages I have swung all the way from staunch preservationist across the spectrum of possibilities to light resto-mod. What do I do? It was not until I came up with my priorities that I was able to move forward. Those priorities are that I want Annie's A to be: 1) Understood and well documented. 2) Fun and Safe to use. 3) Used. 4) Accurate to its history and the period. 4) Fun and Safe to use. 5) USED! "Fun and safe to use" and "used" got repeated in the list because in the end, that is what I want most of all and right now is exactly what is missing. I want Annie's A to be used again. I want her to be *fun* and **safe**... and USED!! I hearken back to what I know of Annie as a person. From all accounts she was a gregarious individual with a giving heart and a flair for a good joke. The Ford was her favorite car and *she liked to drive it with the throttle lever pulled all the way down*. It's time to get back to that!

Preserve? Conserve? Restore? Yes. I envision a combination of the three. In our segment of the hobby, we are blessed by generations of dedicated enthusiasts before us who had the common sense to documenting the details. They did the hard work to figure out those details, imperfectly recorded by Ford, that really matter for all of us to use today. Where else can you find a several hundred-page Judging Standard that details endless nuances within a production year and multiple other detailed publications on top of that?

I am going to slowly and carefully disassemble the car, documenting every bit as I go, seeking more clues as to the origins of this wonderful car. I will refurbish and re-use wherever it is safe to do so. I intend to retain most of the quirks and oddities Annie's A has from its 1947 configuration, documenting it as "her special condition and arrangement". Non-durable items like the upholstery will probably be replaced. Thanks to the foresight of leaders like Stan Johnson, Howard Minners and others, the Model A museum now exists. Through this resource, I will seek out respectful ways of dealing with these artifacts prior to removal so that they can best continue to serve the Model A community at large while returning Annie's A to full operation. Others had the chance to put 87,000 miles on this car. I'd like to be the one that moves it to the 100,000 miles mark and do it in style! That's my plan for now.

What would you do if you were in my place? Preserve? Conserve? Restore? Something else? I'd love to know. Am I making a mountain out of a molehill here? Am I making a huge mistake? Is my logic solid? Let me know what you think.

Hank Zajic

Next Time: Model A Archeology Part 4. Annie's A: "Digging in! The Starting Point"

GETTING REED MARTIN'S '31 ROADSTER RUNNING



Former GWC Club member Reed Martin is now in a nursing home, as many of you already know. I got an e-mail from Jeff Kichline of Bratton's about getting some help to get Reed's car running before it goes to auction in May. It had been stored in a garage in Cabin John near Reed's house and hadn't run in five or six years. The auctioneer, Howard Parzow, took the car to his warehouse in Frederick. Tom Terko and I were joined by Scotty Scott of the Greater Baltimore Club to see about getting the car started.

The car needed a new battery, which I picked up, and some antifreeze and gas. It turned out that the cooling system was about half full, so it didn't need all the coolant we brought with us. We put some gas in the tank and connected the battery. It was a little slow to turn over, so we put Tom's battery charger to work to give us a little more oomph.

We noticed that the sediment bowl had about a half an inch of brown residue in it, so we took that off and removed some solidified gas. We checked the filter in the carb and the gas line. Both were good. We tried to start it again and no go, but we sprayed some starting fluid into the carb and it fired. After a couple of tries, the car would only run on the starting fluid, so we removed the carb to see why the engine was not getting gas.

There was some more dried up gas in the bowl, which we cleaned out. We checked the jets, which were clean, but the float valve was stuck, so we removed that and cleaned it. We reinstalled the carb and it started to fire more consistently until it started and kept running.

We drove the car around the parking lot a bit. Scotty got in with Howard's helper, Dennis, and took it out on the road. It smoked when we first started it up, but that quit and the engine was running beautifully. We raised the top, to examine it. The top is pretty tired, but it's a pretty solid car. It has fiberglass fenders on the driver's side, at a minimum. It needs tires and a clutch adjustment, but it should make a pretty good driver for someone.



The auction is scheduled for May 12 in Frederick and, in addition to the roadster, will have a couple of other Model A's that were not Reed's. It will have Reed's tether car collection, some of his engines, his 1900 Knox and his De Deon Bouton.

Milford Sprecher

THE HAYMARKET, MIDDLEBURG, THE PLAINS TOUR & PICNIC

March 18, 2023

Starts at 10:00 A.M.

Please Notify Gene Rainville rainvillegl@gmail.com if you plan to participate.

I drove the route as depicted below on February 12 and discovered a lot of different, amazing and interesting scenery along the way. Our tour will travel past a number of old farms that were established in the late 1700's and early 1800's. There were lots of beautiful homes nestled in the trees and hillsides. As we travel this route you will experience the beauty of the wilderness, traverse along and across several streams and enjoy the many homes nestled in the woods. On the final stretch to Middleburg, you will enjoy driving as our ancestors did over the last part of Bull Run Mountain Road. This is a six-mile stretch of gravel road with winding curves, roller coaster sections, and a one-lane bridge before entering the city of Middleburg. Bull Run Mountain Road is very reminiscent of the roads that existed in the Model T and Model A eras. If you go back to the 1800's and early 1900's, this area was not so wild, but was actually very peopled.

As we again travel south out of Middleburg toward The Plains, we will go by the Long Branch Baptist Church (est. 1786), the third-oldest Baptist church in Virginia. It is located in the unincorporated area called Halfway. Actor Robert Duvall once owned a restaurant in The Plains called "The Rail Stop," (6478 Main Street, The Plains, VA) named after the Norfolk Southern B-Line, which runs through the town. If possible, we could do a photo op at the "The Rail Stop." Robert Duvall still makes his home north of The Plains at his 360-acre Byrnley Farm.

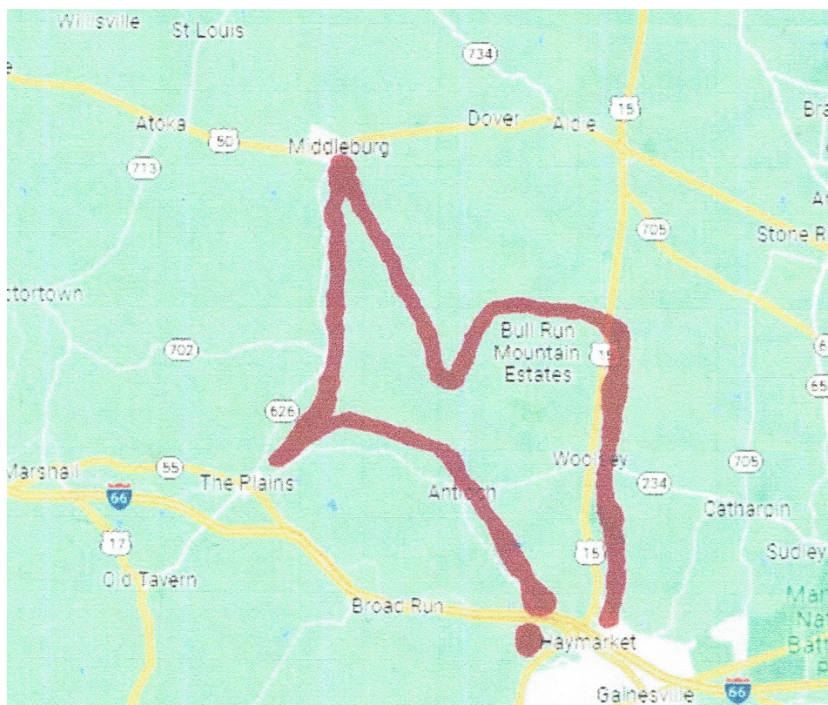
This tour will start from the Sheetz gas station located just off I-66 exit 40. It is actually the south east corner of Route 55 and Route 15. The tour will begin at 10:00 A.M. heading north on Route 15 to Log Mill Road (Route 701). We will head west toward Bull Run Mountain Estates, where we will turn left/south onto Route 600 heading toward Antioch. There are few zigzags that we will have to maneuver but eventually we end up on Bull Run Mountain Road heading toward Middleburg. From Middleburg we will head south on Route 626 to The Plains, where we will pass or visit sites as delineated above. I hope we can get a group picture at The Rail Stop. We will leave The Plains on the Antioch Highway to Route 55 where we will turn west. Within ½ mile, the tour will turn into the Carter Mills Development, where Lana and I live and have a picnic at our home at 6527 Petunia Terrace, Haymarket, VA. 20169. This will be "a bring your own" picnic lunch. The Club will provide chips, snacks and cookies along with beverages, including wine and beer.

We have indoor seating and have an upper and lower deck with seating at either location. The game room downstairs has a pool table, dart board, checkers and

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THE HAYMARKET, MIDDLEBURG, THE PLAINS, TOUR & PICNIC (Cont.)

chess table. The Map below depicts the approximate tour routes we will travel on. The tour is about 40 miles and will take about two hours.



JOIN THE 2023 CHERRY BLOSSOM PARADE IN DC - APRIL 15TH

We only have 8 slots for cars who want to participate in the 2023 National Cherry Blossom Parade in Washington, D.C. The parade is Saturday, April 15, from 8AM to roughly 11AM. Donuts and snacks will be provided. To participate, RSVP to Jason Cunningham (jjcunningham@gmail.com, 301-648-4201).

The parade is televised and each participant (passengers too) will need to print, complete, and mail in one of the release forms in the Script (one for adults—see p. 26, one for minors—see p. 27) for each person in your car. They will not accept digital release forms. Send your completed, paper release forms to:

National Cherry Blossom Festival Parade
C/O Under the Sun Productions
423 College Avenue
West Chester, PA 19382

RELEASE FORMS ARE DUE MARCH 30. MAKE SURE YOU RSVP TO JASON CUNNINGHAM.

Questions? Contact Jason Cunningham (jjcunningham@gmail.com, 301-648-4201). See you there!

ROARING TWENTIES – JAMES RIVER STATE PARK TOUR

April 21 through April 23, 2023

Overview:

The tour departs from the Sheetz Gas Station at the corner of Route 55 and Route 15 in Haymarket, VA. This is at exit 40 off I66. The tour will travel to Culpeper on route 29 and have an early lunch at Luigi's Italian Restaurant – 235 Southgate Shopping Center. I have eaten there many times – great Italian food.

From Culpeper the tour will continue driving south on route 29 and make its way to the Mountain Cove Vineyards for Wine Tasting. This is Virginia's oldest winery. It is located at 1362 Fortunes Cove Lane, Lovingston, VA. The phone number is 434 263-5392. The price for wine tasting is \$5.00. However, if you purchase at least 1 bottle of wine, the \$5.00 will be subtracted from the bill. They do not sell any munchies at the winery except peanuts. The Club will provide snacks to go with the wine.

After we enjoy a few sips of great wine, we will travel to the Village Inn Hotel in Lovingston, VA. The cost for this hotel is \$100 per night + tax. Currently there are only 2 rooms remaining with two double beds in them. **Rooms are registered in my name so make sure you point that out to the receptionist. You will also need to secure your room with your credit card.** The number is **434 263-5068**. Please call soonest. The address is 8010 Thomas Nelson Hwy, Lovingston, VA 22949. Friday evening everyone will be on their own for dinner. Lots of restaurants, cafés and fast food in the area. On Saturday morning April 22, the recommended breakfast facility is McDonalds. Other places are also available – suggest you check out reviews before you go there. For lunch we have many options. Individuals may purchase a picnic lunch in Lovingston and take it with them to the James River Park or take pot luck with a BBQ vendor provided \$\$\$? at the show.

We should be ready to tour to James River State Park by 10:00 am. We need to be in place by 11:00 am. (it will take about 45 minutes to reach the Park). There are two ways to get to the park. We will take the southern route in the morning and return to the hotel by the northern route in the afternoon. The northern route has about a 2-mile stretch of gravel road. According to Ranger Martin, the gravel road is in good shape. I did not want to get dust on our cars on the way to the event. The northern route is a very old road and will represent travel in the Model A era.

IMPORTANT – This event is **NOT JUST A CAR SHOW** there will be a lot of early 20th century cultural displays and presentations. See below for a comprehensive list. Admission to the park is free as long as you drive an antique car. If you do not drive a Model A, any other antique is ok. You can drive modern if you wish – in that case you will have to pay the \$5 entry fee for the event. The event will last from 12:00 pm. to 5:00pm. - for us 3:00 pm.

At 3 pm. we will drive back to the Village Inn and get ready for dinner. I will make reservations for 12 people for 7 pm. at Mountain Mama's in Lovingston. This is a great place to get a good steak dinner. Prices range from \$18.99 to as high as \$45.99. Lots of good meals priced in between. Check out their website. Sunday morning the tour will return home leaving at 9:30. I recommend that we have a good breakfast before leaving. If needed, we can stop on the way at a fast food for lunch. There are plenty of options. We can discuss before we leave Lovingston.

JAMES RIVER STATE PARK TOUR (Cont.)

More About the Tour:

The Mountain Cove Vineyard is the oldest winery in Virginia. It is located in a beautiful cove/valley, most of which is a nature preserve. You can expect great views up and down the cove. A good place to **un-wine** after our journey from Haymarket. They have a large lawn with many tables. I will make arrangements to get some crackers and cheese to munch on while we enjoy the wine and views. Wine tasting is \$5.00 however, if you purchase wine the \$5.00 will go toward your purchase. Below you will find the details about the Roaring Twenties – James River State Park Event.

Roaring Twenties Event Activities and Amenities

- There will be five historical societies with booths. They will have talks and have displays about life there in the 1920s.
- The Virginia Gold Prospectors will have a 20x20-foot tent with displays and talks about gold mining in the area during the early part of the 20th century.
- There will be a Model T with barrels of cream soda and cider on tap to drink. Not sure if you have to pay or not.
- Live music all day.
- Games for kids.
- Free raffle for anyone attending to win some art by Tom Fritz.
- Trophies for best displays.
- Hit & miss motors and farm equipment.

Park Rules and Regulations:

- Wi-Fi is available at the Visitor Center
- Pets must be kept on a leash
- No modern vehicles in the display area after 12 pm or before 6 p.m.
- If you want to trailer your vehicle – space is available for trailer parking
- Event is by invitation only – Meaning I (Gene) will have to sign everyone up prior to attending. I will need to know by Mid-March if you plan to attend. **Again, make your hotel reservations ASAP.** I have the forms needed for sign up.
- Alcoholic beverages are prohibited

NOTE: When you make your reservation at the hotel please let me know who is coming in your party and the type car. I will need that for registration. My contact information – rainvillegl@gmail.com – Cell 703 489-7321.

Gene Rainville
Activity Chairman

FROM YOUR ACTIVITY CHAIRMAN

March 2023

Now that the Holidays and possibly most of the cold dreary weather are behind us, it's now time to think about cranking up our Model A's and get ready for the upcoming season. To kick-start the driving season, we have a local tour to test out your vehicles. The Haymarket Tour will be on Saturday March 18, 2023. It begins with a 2-hour drive through the country followed by a picnic at Gene's. For details see the brochure for this event (included in this edition of the Script). Also, by now you should have received the Activity Spreadsheet. This document provides insight to what is being planned for 2023. At the bottom of the spreadsheet make sure you click on worksheet "2023". Previous years are also included. Make sure you mark your calendar accordingly.

Gene Rainville
703 489-7321
rainvillegl@gmail.com

COMING EVENTS

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 18, 2023 – Haymarket Tour – Meet at the Sheetz Station just off I-66 exit 40. (See pp. 19-20 for more info)

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

April 14 thru 16 (Friday thru Sunday) – Marc Membership Meet – Bay City Michigan

April 15 – Cherry Blossom Parade – Washington DC. – POC Jason Cunningham 301-648-4201 (See p. 20 for more info and pp. 26-27 for forms)

April 19, 2023 - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.

April 21 thru 23 (Friday thru Sunday) – Roaring Twenties – Model A Day at the James River State Park – Gene Rainville Tour Guide (See pp. 21-22)

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COMING EVENTS (Cont.)

April 27 (Thursday) – Board Meeting – Zoom - 7:30 pm.

April 29 (Saturday) – Small Parts Day at Benny’s to include Smith Compressor sandblasting opportunities. Individuals that have sand left over from last year please bring to this event.

April 28 thru May 7 (Friday thru Sunday) - Shenandoah Apple Blossom Festival – Winchester, Va.

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

Activities to Plan for in 2023 Save the Dates

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. – A good opportunity to visit with Stan Johnson.

June 18 (Sunday) – Sully 48 – Sully Historic Park

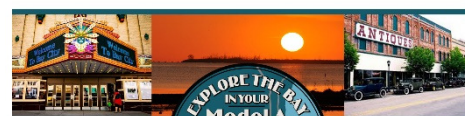
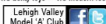
June 24 (Saturday) – Antietam National Park Tour – Bring your own picnic lunch. Need a Tour Guide.

April 30
2023
Sunday • 9 am to 3 pm
Trexlertown, PA
Stock or Original Model A Ford and Era Equipment Only
Vintage Fords from 1903 - 1942 also welcomed.

Lehigh Valley Model 'A' Club Presents
STEVE RYAN
Model A/AA Show & Swap

Swap Meet • Concessions • Tech Session
Rain or Shine • Free Admission • Free Registration
Pin Stripping by Jim Brand • Paved Parking for Show Cars

Co-Host: LVMAC and the Goodwill Volunteer Fire Company
7723 Hamilton Blvd • Breinigsville, PA 18031 • Short Drive from Rt 78 and Rt 222
Swap meet spots are a \$10 Donation • Model A/AA & early Ford parts only • NO household items • NO dolly/toys • NO modern tools
An associated car club is not required for show. Interest in Model 'A' Fords recommended.
RSVP your swap space or your club space for the day: 484.548.0632 or lvmacclub@gmail.com



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FOR THE
MARC Membership Meet
April 14-16, 2023

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Urbana, OH

2023 National Cherry Blossom Festival Parade® Adult Participant Release Form

(Fill out all form fields)

Participant's First Name	MI	Last Name	
Home Address			
City	State	Zip	
Phone Number	Sex	DOB	Age

I, the above individual, want to participate in the National Cherry Blossom Festival Parade scheduled to take place on Saturday, April 15, 2023 along Constitution Avenue between 7th and 17th Streets, NW, Washington, DC ("Event"). I will:

1. Certify that I am at least 18 years old, physically fit and able to participate in the Event.
2. Will comply with all laws and regulations while participating in the Event, including but not limited to all COVID-19 rules, regulations, policies, laws and guidance from NCBF, the CDC and applicable state and local health departments.
3. Participate in the Event and notify my Event supervisor if I am not able to perform a requested task.
4. Acknowledge that I will not be compensated for my participation in the Event.
5. Assume all risks of personal injury, property loss or death that may occur related to my participating in the Event. Along with my heirs, executors and administrators, I waive all current and future legal claims against the National Cherry Blossom Festival, Inc., the District of Columbia, the National Park Service, Events DC, JM Best Entertainment Inc., Under the Sun Productions Inc., 7News/WJLA-TV and WJLA 24/7 News and each of their respective sponsors, officers, directors, employees, agents, representatives, successors, and assigns (collectively, "Presenters").
6. Acknowledge that I am not covered by any Presenter's insurance.
7. Authorize any necessary medical treatment to me at the Event, at my cost.
8. Indemnify and defend, together with my heirs, executors and administrators, the Presenters from all liabilities, claims, actions, damages, costs or expenses, including claims based on a Presenter's negligence, arising out of or connected with third party claims related to my participation in the Event.
9. Not take any action that would negatively impact the reputation of NCBF or the Festival. I will leave the Event if NCBF requires.
10. Allow NCBF and NCBF's agents, without reservation, limitation or additional compensation, to record, in any media, and use, broadcast or produce derivative works from, in any media and for all time, my name, face, likeness, voice and appearance.

Date: _____ Signature: _____

If you are participating with an organization or group, please list the name of that organization or group:

2023 National Cherry Blossom Festival Parade®

Minor Participant Release Form

(Fill out all form fields)

Participant's First Name	MI	Last Name	
Home Address			
City		State	Zip
Phone Number	Sex	DOB	Age

I will:

1. Allow my child (listed above) to participate in the National Cherry Blossom Festival Parade scheduled to take place on Saturday, April 15, 2023 along Constitution Avenue between 7th and 17th Streets, NW, Washington, DC ("Event").
2. Certify that my child is physically fit and able to participate in the Event.
3. Will comply with all laws and regulations while participating in the Event, including but not limited to all COVID-19 rules, regulations, policies, laws and guidance from NCBF, the CDC and applicable state and local health departments.
4. Acknowledge that my child will not be compensated for his or her participation in the Event.
5. Assume all risks of personal injury, property loss or death that may occur related to my child's participating in the Event. I and my child's heirs, executors and administrators waive all current and future legal claims against the National Cherry Blossom Festival, Inc., the District of Columbia, the National Park Service, Events DC, JM Best Entertainment Inc., Under the Sun Productions Inc., 7News/WJLA-TV and WJLA 24/7 News and each of their respective sponsors, officers, directors, employees, agents, representatives, successors, and assigns (collectively, "Presenters").
6. Acknowledge that my child is not covered by any Presenter insurance.
7. Authorize any necessary medical treatment to my child at the Event, at my cost.
8. Indemnify and defend, together with my heirs, executors and administrators, and those of my child, the Presenters from all liabilities, claims, actions, damages, costs or expenses, including claims based on the Indemnitee's negligence, arising out of or connected with third party claims related to my participation in the Event.
9. Ensure that my child will not take any action that would negatively impact the Event or the Event's reputation, will follow Event rules, and will leave the Event if NCBF requires.
10. Allow NCBF and NCBF's agents, without reservation, limitation or additional compensation, the right to record, in any media, and to use, broadcast or produce derivative works from, in any media and for all time, my child's name, face, likeness, voice and appearance.

Intending to be legally bound, I sign this Release on the date below.

Date: _____ Signature: _____

Printed Name of Parent or Guardian

If your child is participating with an organization or group, please list the name of that organization or group:
