

# The Ford Script



Vol. XLIV

April 2023

No. 4



Gene Rainville leads the Haymarket tour through the Virginia countryside (see p. 22)



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](http://www.gwcmodeleda.org)

Web Master: Greg Shepherd

## Board of Directors

President	Milford Sprecher	301-830-2198	<a href="mailto:milford.sprecher@gmail.com">milford.sprecher@gmail.com</a>
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## Appointed Positions

Concessions Chairman	(vacant)		
Club Librarian	Jay Melton	703-966-7719	<a href="mailto:jmelton58@verizon.net">jmelton58@verizon.net</a>
Historian/Archivist	(vacant)		
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Copy for THE FORD SCRIPT should be e-mailed to the Editor at: [billhsims@gmail.com](mailto:billhsims@gmail.com)

**Next deadline: Monday, May 1st**

## **PRESIDENT'S MESSAGE**



Welcome to Spring everyone! I have had my roadster out for a few spins lately, which is always great fun. I plan to finally install the cast iron drums I bought from Bratton's years ago. I have a new set of radial tires to replace the Garfields of indeterminate age, which should also make a difference. I will be very happy to have those important safety upgrades completed. I will report on that project when I am finished.

I made an announcement about a tour to St. Michaels for the first weekend in May. There were only two signups, so I plan to postpone that tour until we can get some more people involved. It's a great area to tour, so I am committed to getting something organized. Two other Club members expressed interest in another date, so I will see what I can put together. The fall is very busy, so it may have to wait.

We have some other exciting events coming up. Small Parts Day is on the schedule as is the James River Tour that Gene has put together. We are planning the Club's 60th anniversary luncheon, so that should be a fun event.

In the course of planning for the 60th, Bill Bass came across an article that gave the full history of the Club, which goes back much longer than I was aware. Some of you may know that, but it's something that I hope we can put in The Script to educate us all on the Club's history.

As you all know, our biggest event of the year is Sully. John Dougherty has been busy with the planning for our signature event. We need around 100 volunteers, so please sign up for that and see if friends and family are interested in helping. Many hands make lighter work, so please volunteer to help out.

I had hoped to go to the MARC Annual Meeting in Michigan in Mid-April, but other commitments rule that out. I have my reservations for the National Meet in Hamilton, Ohio, July 30-August 4. I hope to take my roadster, although I am not sure whether I will trailer or drive.

There is lots of opportunity to get our cars out in the next few months, so let's take advantage of the good weather. If you need help with your car, let others know and we can see what we can do to help out!

Milford

## **FROM THE EDITOR**

I'm beginning to think my substitute Model A either has it out for me or is cursed. When James Kolody came over to my place last fall to fix my starting problem, he brought 3 working, rebuilt and tested carburetors with him. All 3 leaked. James was baffled. Now jump to the Haymarket tour last month. My starter went blooey, so Gene Weingarten replaced it with his own rebuilt starter. It worked once. I think it has it in for me. Not sure why, except that I yearn for my black beauty, which Donnie now says he has a painter for. Progress.

## FROM THE SMOKE-FREE ZOOM ROOM

GWC Board of Directors Meeting  
March 23, 2023



Vice President Hank Zajic called the GWC board meeting of the Club's 60<sup>th</sup> anniversary year to order at 7:00 PM. This was an online meeting via Zoom. Board members in attendance were: Hank Zajic, Gene Rainville, Doug Tomb, Bill Sims, Jeff VanGorder, John Dougherty, Benny Leonard, Bruce Metcalf and Dave Greenwood. A quorum of the board membership was maintained throughout the meeting.

The following agenda items were covered:

1. The Strategic Planning Committee has completed its work and is optimistic of the Club's future.
2. The Board approved purchasing a \$100 gift card for Carol McDonnel, the retiring manager of the Sully Historic site, in appreciation of all her work with the Club on the Sully show
3. Bill Worsham memorial – John Dougherty is in coordination with the Park Service about dedicating a bench at the Sully site in memory of Bill. The cost is budgeted but is final cost is unknown currently.
4. 60<sup>th</sup> Anniversary Celebration plan and was presented by Gene Rainville. It was agreed to proceed, and the plan was approved by the Board.
5. Compressor Motor repairs to be ready for Small Parts Day, "When" was discussed and two dates were suggested. Settled on April 29, starting at 9:30 AM at Benny Leonard's.
6. Hank Zajic presented an updated Mileage Incentive Program, and it was approved by the Board as follows: "At the first award level (i.e.: 2000 miles) the Club will upgrade the car to the brass medallion from the plastic one that comes from MARC. All cars that are already in the program that have already crossed the threshold will be grandfathered in, if the current owner chooses to ask for that acknowledgement."
7. Chair reports
  - a. Sully is on plan. So far, we have 40 of the 100 volunteers needed. Registration opens April 1.
  - b. Treasurer – we are on plan. Once Sully registrations come in, we will replenish the funds expended.
  - c. Script Editor - Deadline is April 3. We have sold 40 Sully tee shirts so far.
  - d. Tools - Benny is ready for Small Parts Day once the compressor is repaired. All Club tools are available for members.
  - e. May 20 is a Fairfax car show, sign up soon. All other activities are listed in the Script and on track. We are not yet ready to buy new magnetic signs, that will be in the future.
  - f. Programs - we are planning a carburetor seminar for April.
  - g. Membership - we have two new members.
  - h. Youth - We need a team of three to interview and select scholarships, James will prepare the packages for the team.
8. The board had a general discussion on how to identify potential new members.

Meeting was adjourned at 8:50

Dave Greenwood  
Secretary



## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO



President Clem Clement mused that the cherry blossoms had come out and were past. He hoped members had had their Model A's out to see them. But back then in '98, GWC's Ford Script was mailed to members shortly before meeting dates, so his comments didn't necessarily mean that the blossoms came out early. Anyone remember? Continuing on, he gave favorable remarks about Family Night and thanked Don and Judy Temple for arranging it, Frank and Bill for their support with the food, Donna and Val Zadnik for their efforts calling everyone to remind them of the event, Robert Mechner and John Kandl for the Bingo games, and finally, Truman Burn, who was said to have flown in from London just to be with us and bring the meatloaf. (??) Why no London Broil you ask?

Sandblast day was coming up, to be held at John Kandl's in Bealton, Va.—wheel straightening to be included too. Clem said for anyone who had nothing to blast and wanted to learn the techniques, he had Phaeton parts that could be practiced on. In a separate article, he elaborated about how to best sandblast, beginning with spreading out a ground cover to catch expended sand and putting on a replaceable head cover and untucked shirt, right on through the full process to the final gathering up of the sand and putting it into a container for reuse.

The latest version of the membership roster was being revised in a new computerized format providing more info than before. The new directory also included regional listings, separating members into 20 areas so that it could be quickly determined who lived close by.

Lots more going on in the back room—Andy Jaeger was looking into the possibility of buying Club-owned new, rather than used, sandblasting and compressor equipment; Editor Bill was researching a new printing service to remedy late delivery problems we'd been having; Jon Phillips had received dues from 302 members to date, past due members were to be dropped. Sully Chairman Bill Worsham said the brochures were out to the public, and that member participation appeared to be promising. A 13-member Steering Committee listing was presented, with phone numbers of each of the committeemen.

1998 was the 20th anniversary of our having hosted the National M.A.F.C.A. Meet. A reprint of its poster appeared in the Script. The slogan was "It's a date - in '78, Golden Days with Golden A's." Also, in keeping with the Cherry Blossom Time and the involvement of the Model A with it, an article from the May 1931 Ford News issue was reprinted with what were probably rotogravure pictures of the blossoms and Model A's nearby.

Jay Tennent spotted an article in Hemmings which said; 1931 FORD, have 3, will sell 1. 4-dr 5-w sedan, green, ww tires; 2dr Victoria chic/copra drab, ww tires, new glass, LB upholstery, new bumpers. Have made Bratton's a millionaire. (name omitted).

Dave Henderson

**George Washington Chapter 2023 Approved Budget - AS OF 03/31/2023**  
**OPERATING BUDGET**

<u>Budgeted Income</u>	<b>Resonsibiity</b>	2022 ACTUAL	2023 Budget	2023 ACTUAL
Membership	<b>VanGorder</b>	\$ 4,169.00	\$ 3,750.00	\$ 1,200.00
Misc Income (Donations)	<b>Tomb</b>	\$ 3,000.00	\$ 500.00	\$ 60.00
Programs & Technical Seminars	<b>Zajic</b>		\$ 100.00	\$ 7.00
Club Tours & Activities	<b>Rainville</b>	\$ 1,600.00	\$ 2,800.00	\$ -
Script Advertising	<b>Sprecher</b>	\$ 650.00	\$ 500.00	\$ 450.00
Hands on Seminars, Repair	<b>Leonard</b>	\$ -	\$ 100.00	\$ -
Sully Income	<b>Dougherty</b>	\$ 12,650.00	\$ 14,978.00	\$ -
<b>Total Income</b>		<b>\$ 22,069.00</b>	<b>\$ 22,728.00</b>	<b>\$ 1,717.00</b>
<u>Budgeted Expenses</u>				
Membership	<b>VanGorder</b>	\$ 1,763.00	\$ 1,089.00	\$ 227.93
Club Programs	<b>Zajic</b>	\$ 2,447.00	\$ 2,800.00	\$ 58.70
Club Tours & Activities	<b>Rainville</b>	\$ 5,737.00	\$ 7,300.00	\$ 132.34
Script Printing & Mailing	<b>Sims</b>	\$ 291.00	\$ 300.00	\$ -
Tool Shed / Tools	<b>Leonard</b>	\$ 180.00	\$ 560.00	\$ -
Sully Car Show Expenses	<b>Dougherty</b>	\$ 3,903.00	\$ 5,065.00	\$ 1,122.87
Web Hosting Expense	<b>Shepherd</b>	\$ 108.00	\$ 108.00	\$ 119.88
Insurance	<b>Tomb</b>	\$ -	\$ 75.00	\$ -
Presidents Fund	<b>Sprecher</b>	\$ 810.00	\$ 1,210.00	\$ 567.88
Secretary Supplies	<b>Greenwood</b>	\$ -	\$ 100.00	\$ -
Treasurer Supplies	<b>Tomb</b>	\$ 542.00	\$ 615.00	\$ 469.06
<b>Total Expenses</b>		<b>\$15,781.00</b>	<b>\$19,222.00</b>	<b>\$ 2,698.66</b>
<b>UNDER/(OVER) Revenue</b>		<b>\$ 6,288.00</b>	<b>\$ 3,506.00</b>	<b>\$ -981.66</b>

>>>>>>

## 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)	\$ -
<b>TOTAL</b>		<b>\$ 4,500.00</b>	<b>\$ 3,500.00</b>	<b>\$ -</b>

## 2023 WELLS FARGO BANK CD - RESERVE FUND

WELLS FARGO ONE YEAR CD	Board	\$ -	\$ 10,000.00	\$ -
Peyton Randolph Memorial Fund	Board	\$ -	\$ 4,518.00	\$ -
Zadnik Scholorahip Fund	Board	\$ -	\$ 3,000.00	\$ -

=====

\$17,518.00

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## Total Expenses

\$22,722.00      \$ 2,698.66

Sum Income and Expenses

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\$ 6.00      \$ -981.66

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Current Bank Balance as of 03-21-2023      **\$ 27,121.51**

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

## **NEW MEMBERS**

We have had a few families join lately. See info below. Some are new to the Club while others have rejoined after a few years. Let's welcome them all to our car family. In the Club database, we have officially 152 families.

**Marcus and Eather Underwood**  
2109 Calhoun St  
Fort Washington, MD 20744-3235  
(c) 202-425-3579  
[underwoodmarcus19@gmail.com](mailto:underwoodmarcus19@gmail.com)

**Rudy and Jenny Zadnik**  
994 Barbershop Rd  
Edinburg, VA 22824  
(c) 703-597-8469  
[Rudy@ztisolutions.com](mailto:Rudy@ztisolutions.com)

**Janelle and Kevin Watson**  
24 Cookson Dr.  
Stafford, VA 22556  
(c) 703-401-2359  
[Kevinandjanelle@yahoo.com](mailto:Kevinandjanelle@yahoo.com)

## **MAFFI NEWSLETTER MINUTE**

For starters, a little history of the Model A Foundation, Inc. In 1984, trustees of the Model A Ford Club of America (MAFCA) began to discuss formation of a foundation with tax-exempt, charitable status. By 1987, a separate organization, MAFFI was officially recognized, with the goal of building a museum dedicated to the preservation of the Model A Ford car and related items of the era. The foundation grew and developed plans to build, and finally settled on the Gilmore location. The current building was completed in the fall of 2012, and the Grand opening was held in May 2013.

Membership has steadily grown, and MAFFI has not had an increase in dues since well before the Museum existed. However, the cost of operating the Museum has continued to rise. The MAFFI Board of Trustees, in careful consideration of all the facts, has voted to implement the following dues structure, **effective May 1, 2023**. Note that each membership includes the named member and spouse/domestic partner.

**Annual Dues - \$35    3-year membership - \$100    Lifetime Membership - \$500**

Please note that MAFFI is the only partner museum at the Gilmore that offers a Lifetime membership, and ... we maintain the lowest annual dues on the campus. Consider the many benefits that MAFFI membership brings, in particular... Paid members enjoy free admission to the Gilmore Car Museum all year. This alone is worth the cost of dues. You can find all the benefits of membership on the MAFFI website, [www.maffi.org](http://www.maffi.org), where you can also join or renew and pay your dues using PayPal or your credit card. MAFFI membership is a great way to support this fascinating hobby!

Please watch here, on the website, and at the MAFFI Facebook page for information on the Model A Days, to be held September 15 and 16. It promises to be a great experience for the whole family again this year! Here's hoping that you will have a great year of enjoying the Model A hobby!

Joe Fox,  
President – MAFFI



## THE MARCH 15 MEMBERSHIP MEETING

Yes, you missed the Spring Start up and Safety briefing!

Twenty-three members were present when Hank Zajic convened the business meeting at 7:47 with the Pledge of Allegiance.

Our officers reported on progress and updates to the planned activities in the February script. The Sully event planning is progressing nicely; we have volunteer opportunities and need each member to sign up for a spot. Registration begins April 1; John Dougherty has flyers. Please contact him to get a supply to place at any appropriate events. John Dougherty and Hank Zajic presented the first Pin for the Sully Show to Stan Johnson, the Honoree and whose car with Stan and Roz is depicted on the pin.



Our formal program was a slide show and discussion on the Spring Model A start up and safety facilitated by James Kolody (maintenance and start up) Stan Johnson (safety) and Hank Zajic (first aid). If you missed the presentations, there is a handy Spring Safety Checklist on page 12 and a Tools Parts to carry with list on page 18 of the membership directory. At the April meeting will be a presentation on carburetors; do not miss it.

Dave Greenwood

A red textured background with white and yellow text. The text reads: "ARIE'S MUFFLERS & PARTS", "ORIGINAL MODEL A FORD EXHAUST SYSTEMS MADE PRECISELY TO THE FORD DESIGN", "ALSO STATION WAGON TAIL PIPES AND FORDSON TRACTOR MUFFLERS (1917-1936)", "AMUFFLER.COM", "JDAVIS@AMUFFLER.COM", and "650.279.6609".

**ARIE'S** MUFFLERS & PARTS  
ORIGINAL MODEL A FORD EXHAUST SYSTEMS  
MADE PRECISELY TO THE FORD DESIGN  
ALSO STATION WAGON TAIL PIPES AND  
FORDSON TRACTOR MUFFLERS (1917-1936)  
AMUFFLER.COM JDAVIS@AMUFFLER.COM  
650.279.6609

A blue and white advertisement with a black border. The text reads: "EVERYTHING FROM A TO T!", "SNYDER'S ANTIQUE AUTO PARTS", "888-262-5712", "snydersantiqueauto.com", "FREE CATALOG \$10.00 Outside the U.S.", and "THE WORLD'S LARGEST SUPPLIER OF 1909-31 FORD PARTS!". There is an image of a car headlight on the right.

EVERYTHING FROM A TO T!  
**SNYDER'S**  
ANTIQUE AUTO PARTS  
888-262-5712  
snydersantiqueauto.com  
FREE CATALOG  
\$10.00 Outside the U.S.  
THE WORLD'S LARGEST SUPPLIER OF 1909-31 FORD PARTS!

## **GET OUT AND DRIVE... WIN A PRIZE!**

As a club, our primary stated goal is “to unite in a central organization of owners of Model A Fords and others who are interested in the restoration and preservation of this automobile in a manner to develop respect and prestige within the community.” *There is no better way to accomplish this than to get out and drive!* Show off the beauty, simplicity and joy of driving or riding in a Model A Ford!

At the March Board meeting, a motion was passed to further incentivize the MARC National Milage Awards Program. Effectively immediately, all cars that are awarded the 2,000-mile award by the national program will have their award placard upgraded to the optional brass plaque (shown here) at no charge to the owner. This is an upgrade from, and in addition to, the plastic plaque provided by the national program when this milestone is achieved. It was further agreed by the board that the 12 cars in our Club already registered in the program that are at or beyond this recognition level are grandfathered into this incentive.



SO! Sign up for the MARC Mileage Program and GET OUT AND DRIVE! Our program manager, Jim Cartmill, can help you get registered. Refer back to the February newsletter for details.

Have Fun- Be Safe!

## **CALLING ALL CARS ... CALLING ALL CARS**

I need your help! I am looking 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. These cars will be the “Stars” of our May Membership Meeting program, which will be: “Sully Judging.” If you have a car that you are willing to volunteer to use in this program, please let Hank Zajic know (email [zajic5@verizon.net](mailto:zajic5@verizon.net) or at the April meeting).

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 neighborhood friend that is a car buff, but maybe not Model A-specific, this is a great opportunity to bring them along and maybe get them interested in helping as a Sully judge as well.

Hank Zajic

## GEORGE WASHINGTON CHAPTER MAFCA DIAMOND JUBILEE LUNCHEON!

Hello Club Members!

This year celebrates the 60th anniversary of our Club's current charter with the Model A Ford Club of America. The charter date is 11 May 1963. It turns out the history of our Club pre-dates this charter by quite a bit. Like any significant institution, there was a period of growing and evolving and reformulating in the early days. But!... our Club history in its current form clearly goes back to the 1963 charter and that is something worth celebrating!!

The Board has already begun the work of pulling a celebration luncheon together. We have a date (19 August), a venue reserved (the Veranda Room at Mount Vernon) and a menu planned. The basic plan is in place including a budget outline.

**Now we are looking for a few people to step forward to lead and take this plan to the finish line.** It's like restoring a car. We got the project to the point of having a sound structure. Now is the time to do the detail work to really make it stand out!

**Many hands make light work!** Won't you please consider volunteering to lead and complete this project for the Club's 60th Anniversary Luncheon Gala. Maybe your spouse might want to join in the planning? Maybe this would be a great "on-ramp" to involve your kids or grandkids in the hobby. Why not ask them if they would consider pitching in? (Working this luncheon plan could be great practice for any younger person who may have wedding reception planning sometime in their future!)

If you are willing to take a role in the planning, please reach out to any board member for more information. John Dougherty and Gene Rainville have been shouldering the load thus far. It would be great to give them relief. Thank you!

Hank Zajic,  
[zajic5@verizon.net](mailto:zajic5@verizon.net)  
571-328-8511

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## **REMINDER: NOMINATIONS ARE OPEN FOR THE CARL PATRICK MEMORIAL AWARD**

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 who 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. If you intend to nominate an individual for the award, that should be done in writing to Milford. The nomination should address all four of the below criteria in sufficient detail to serve as the stand-alone justification of the 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 fellow members.
- give unselfishly of their 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.

## **2023 MEMBERSHIP MEETING UPCOMING PROGRAMS**

**Longer Range Planning.** Are you planning to attend a National Meet or similar major Model A gathering this year? If so, how about considering doing a photo journal of the event while you are there and sharing your adventure with the Club at the October meeting. That sounds like a long way off now, but it would be great to know we have some members who will record the event in pictures to share with those who could not attend in person.

**For April.** Carburetor Maintenance and Restoration Tips and Tricks. 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.

**For May.** Appearance Judging. See the "Calling All Cars" article for details. I need volunteer cars for this meeting.

**For June.** The monthly membership meeting will be the Sully Car Show on Sunday June 18<sup>th</sup>. Hope to see you there! Please let John Dougherty know what you can volunteer to do to help make Sully 48 the best show ever!

**For July.** The original plan was to do an outdoor swap meet for this meeting, but the activities calendar is already jam packed with other events, so we'll look at moving the swap meet into the fall and I am searching for a replacement program for the July meeting now.

Thank you!

Hank Zajic  
Programs Chair



## THE TENTH OF MARCH MIRACLE

It was a dark and stormy night—well OK, it was early morning, but it was cold and snowing when we got to Maryland. Hank Zajac and I left Virginia at 7 AM to be sure to be in Damascus, Maryland, in time for the first tool-selling activity conducted by the Potomac Area Tool and Industries Association (PATINA) annual tool show. I still had several boxes of antique tools after multiple sales attempts at recent GWC meetings. We had read the web site description about the PATINA show, and found it a little confusing with regards to our proper status as a visitor, or vendor, or second-class seller in the parking lot across the street. The big event was to be on Saturday, but we decided to go on Friday, the designated Set-Up Day, and try to sell from our tailgate at “the parking lot across the street.”

We definitely got to the tool show early enough. Only one other person was there. So we decided to drive over to Damascus Motors, the home of the Motor Trend TV series *Junkyard Empire*. Even though the show is shot mostly at the Cohen Recycling Operation in Bladensburg, a lot of the *Empire* activity is located in Damascus. We thought we would just drive by, early on a Friday morning. To our surprise we found an open door and before long we were talking to the manager. He warmed up quickly to our Model A Ford stories, and began taking us on a guided tour of their huge shop. One eye-boggling sight was a Ford GT 40, along with unusual cars like a hot-rodded Rolls-Royce, an ornate hearse, an Indianapolis Pace Car, and many others. This is not a museum, but a working garage and storage facility (one Model A was glimpsed sitting in open storage).

After the brief eye-popping tour was over, we left Damascus Motors and went back to the Damascus Fire Hall where the tool sale was taking shape (a little bit). They were setting up tables in the huge open facility. Two people approached our outside tailgate site and viewed our 3-ring binder showing the many pages of tools. It was clear they were interested in the type of tools we had. So with the knowledge that this might be the right place for us, we decided to come back at noon, a time by which the vendors would be all set up.

Since Hank had never been to Bratton’s new location in nearby Mt. Airy, we decided to drive up and view the sales office and warehouse. Only a skeleton staff was at work, filling orders. Since neither of us needed a Model A part, we did not buy anything, but Hank did get to drive the route to the site.

On our way back to the PATINA site, we developed a sales strategy: That is, try to find an experienced tool vendor and ask if he would make an offer to buy the entire lot of five boxes for a reasonable price. Although we were challenged at the door, we got in and found a vendor from Maine who was interested in a wholesale deal. He looked over the tools and made an initial offer for the lot. That was the deal we were looking for, so after a short period of negotiating a final price, we carried the boxes to his van, took the cash, and returned to Virginia. It happened so fast it seemed like a miracle. No standing out in the cold beside a tailgate!

We had quite an adventure, going out on a snowy morning into a venue and culture we did not know, and came away with a better understanding of the tool collecting hobby, and the Damascus area. We even found a local diner to have some coffee and home-made pie. A true car-nut holiday!

Stan Johnson

## MODEL A ARCHAEOLOGY

### Part 4. Annie's A: "Digging in! The Starting Point"



In Part 1 of this series, I introduced you to the 1931 Tudor Sedan I call Annie's A. In Part 2, I introduced you to the remarkable people involved with Annie's A across the decades. In Part 3, I wrestled with the preserve, conserve, restore dilemma to decide the best way to handle this time capsule car.

In this article I share the known quirky details of Annie's A in her current configuration and begin digging for answers. Annie's A has a well-established history for the past 76 years. That leaves the first 16 years unaccounted for, a lifetime for a car. Anything could have happened! I pose lots of questions. Hopefully you have some ideas or answers. I'll start with overall condition:

Durable elements: Body steel is excellent. Underbody is ugly but solid. The exception is both running boards, which have rust problems. The fenders have some minor wavy dents. The left rear fender has some ugliness around the tail light bracket that looks like rudimentary body work. Rims appear fully functional. Engine turns freely. There is no obvious body sagging or other signs of structural problems.

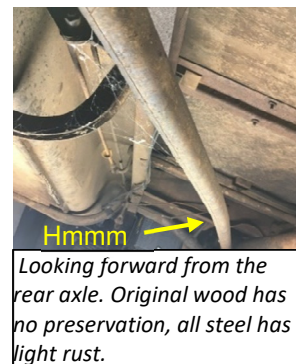
Less durable elements: Exterior paint is worn but with polishing, a decent shine can be brought back. Most underbody paint has failed altogether. Plating and stainless are a mixed bag: head lamps and radiator shell are good; door handles, window cranks, instrument cluster, parking brake lever are varying degrees of functional but rough; bumpers/luggage rack plating are totally failed. Hidden elements such as the wood used in the body is of unknown condition but believed to be intact and serviceable.

Non-Durable elements: Top fabric, seat upholstery and starburst pattern rubber interior mat are remarkably still present and intact. Condition, though, is brittle and non-serviceable. Further use would undoubtedly accelerate destruction unless there are stabilization techniques I can learn about. Do you know any? The roof is tarred "just like in the old days". Wiring harness is badly frayed.

Now, let's address the obvious elephant in the room. As a 1931 Standard Tudor, what the heck is Annie's A doing with a 1930 radiator shell and a right-side fender-mounted spare? Relying on the details found in the 2016 Judging Standards and other sources, I can confirm she is a '31 from the running board splash aprons. Annie's A has the continuous one-piece apron of 1931 cars but Annie's A is not an indented firewall car, so that put's her to pre-May 1931. A4278399 is a January 1931 engine number. We know that when design modifications were made, Ford practice was to use all existing stock first before transitioning to new material. Is it possible that as a January '31 car,



Left side running board/ splash apron. '30 cars have a seam at the yellow line, '31 cars do not.



Looking forward from the rear axle. Original wood has no preservation, all steel has light rust.



The "indented firewall" refers to a teardrop shape located at the fuel sediment bowl to accommodate move of the fuel cut-off.

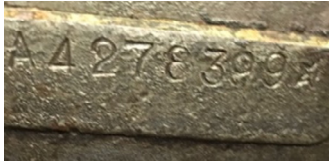
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## MODEL A ARCHAEOLOGY (Cont.)

Annie's A "got stuck with a leftover" 1930 radiator shell during assembly? Would the practice of using up leftovers been extended to such a visible part? I have not seen anything written defining "model year turnover" back then. Anybody know about that?

I found a list of *daily* engine production numbers. It can be found at:

[http://www.plucks329s.org/studies/studies\\_ep/studies\\_ep.html](http://www.plucks329s.org/studies/studies_ep/studies_ep.html) . The author, Steve Plucker, has several links that can be found on the MAFCA and MARC pages. Steve has some interesting published work, including a September 2022 book on assembly plants. His site is worth a visit. According to his listing, A4278399 was produced on *20 January 1931*. Steve's work points out



that all US Model A engines were produced at Ford's Rouge foundry in Dearborn, Michigan, and then distributed to the 35 Ford assembly plants spread around the country. Ford had roughly 70,000 surplus engines available at any time. Between the surplus and the time it took to move engines from the Rouge plant around the country, it is

reasonable that Annie's A was actually assembled in late February or March 1931 ... *if A4278399 is the car's original engine, not yet established as a fact*. This assembly delay idea probably kills the notion of the '30 radiator shell being part of initial assembly though.

I read a MARC article describing that during assembly, as the engine was lowered onto the frame, a worker would stamp the engine number into the frame. Although not a universal practice, this was usually done on the left side where the cowl rests on the frame. I tried to find this number via visual inspection but looks like the body will need to be lifted to make it visible. I really want to find that number but it will have to wait for now.

As I work to pinpoint a date for Annie's A, the Judging Standards is a wonderful resource. Every chapter is full of details about how parts were stamped, marked, minor differences and when they were introduced. Some readily visible examples include:

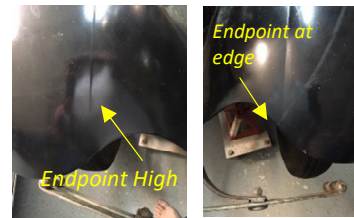
- Round speedometers were introduced in June 1930 and came in three varieties: Stewart Warner, Waltham, and Northeast. The pointer was colored red until March 1931, after which the pointer was colored white. *Annie's A has a Waltham speedometer with a red pointer. March 1931 or earlier.*
- Hood Clip attaching hardware had a minor change made in February 1931, when the rear clip screws were increased in length from 5/8" to 3/4". Through January 1931, both front and rear clips used 5/8" screws. *Annie's A has 5/8" screws all around. None had the 3/4" length screw. January 1931 or earlier.*
- Radiator Splash Shields had a modification made in March 1931 when, on the right side, an extra tab with hole was added for the purpose of having a hanging point for painting prior to assembly. *Annie's A does not have this detail. February 1931 or earlier.*
- Front Fenders had a similar-purpose extra hole added to them in the rear flange where the fender bolted to the running board. *Annie's A does not have this detail on either front fender. February 1931 or earlier.*



Larger tab and hole should be here for the March 31 modification

## MODEL A ARCHAEOLOGY (Cont.)

- There is a trim line indentation on the inner side of the fender. In some cases, this line extends to the leading edge of the fender, in other cases it ends a couple inches short of the leading edge of the fender. The Standards mention that fenders did not always match when cars were manufactured. *Annie's A has mismatched fenders.*

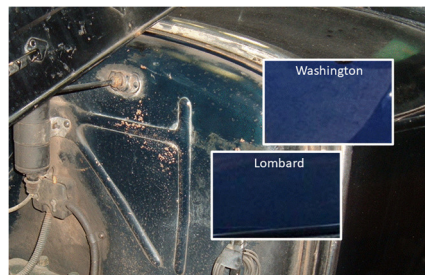


There are many more details to check on. So far though, the evidence is pointing to assembly in February or March 1931 ... **AND THEN** another elephant walked into the room.

Peeking under the slipcovers that mom made in the '60's, you find original upholstery. The upholstery is brown check fabric; the seat backs and bottom cloth are plain brown fabric; and the seat bottoms are dark brown cardboard. The headliner and side trim on the car appears to be light brown. This is a correct combination and brown check fabric is nice ... except according to the Judging Standards, it is all wrong for a Feb-Mar '31 car. Per the Standards, Ford introduced brown check in July 1929 and used it through April 1930. It was replaced by gray check in April 1930. This continued as the standard cloth interior for Tudors until it was replaced by brown *small* check in July of 1931. Judging Standards hold that original interior should be gray. So why isn't Annie's A gray? Total interior transplant, including headliner? That seems oddly extreme. A production anomaly the Judging Standards should consider? Great questions that right now I cannot answer.



Is that Brown check or Brown Small check?



Paint. See the firewall pictures. Those of you with old paint experience, what do you think? Is that the way black lacquer could fade over the course of 92 years? If so, why would firewall fade and not the body? Lombard blue and black is a valid '31 Tudor color pattern but when I put color samples next to it, it actually seems much lighter than Lombard and closer to Washington blue, which is a

1931 color but not a Tudor color and even that is not a real match. Second picture was taken in brighter light after some cleaning and buffing. The blue comes out pretty intensely. I think this rules out the "faded black" idea but it also seems too vibrant for Lombard blue. Maybe there are other suggestions. Any ideas?



What shade of blue is this?

The "big bang" theory. In 2006, Stan Johnson mused that this car may have been in an accident. He was the first to notice that the left rear radius rod has a definite curve to it. This was the basis of his theory and it has stuck with me ever since. [Note: See the second picture again. The arrow points to the bent radius rod.] So, as Sergeant Joe Friday might say: "Just the facts ma'am." Ok, here they are: 1) Left rear fender has ugly spots like amateurish body work was done. 2) Bent left rear radius rod. 3) The non-standard right fender spare mount. Additional circumstantial evidence: 1) The front bumper brackets are not symmetrical.

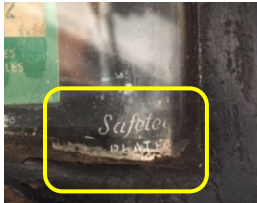
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## MODEL A ARCHAEOLOGY (Cont.)

are, it may take a few more seconds before the carburetor is filled with fuel and the engine can start. The advantage in this delay is that the motor will have oil pressure to the bearings by the

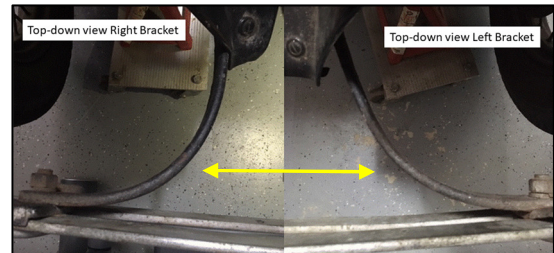
The right-side bracket has a tighter radius than the left side. Definitely not how Ford made them! 2) The



Period correct but not Ford correct Safetee Plate windshield.

windshield is etched "Safetee Plate". This is a period correct windshield manufacturer BUT not Model A-correct as installed by Ford. This windshield was replaced sometime. 3) In old car accident photos, it seems any front fender damage results in wiping out the radiator shell due to headlight bar movement. Does

that explain the '30 radiator shell? Does all this point to hitting something on a diagonal, left rear to right front? If so, I also wonder how square the frame is today? Worth finding out. More digging into the accident theory in the future.



Right Bumper bar has tighter radius than Left one. Supports accident theory



This coupe illustrates crash geometry similar to what might have happened to Annie's A

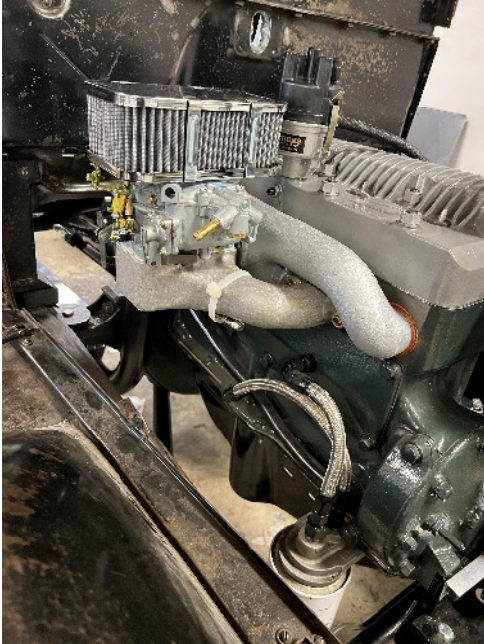
For a "time capsule," Annie's A is not providing straightforward information just yet. I can say this much though, hooray for the Judging Standards! What a wonderful reference source. As for Annie's A, she:

- looks to be a '31 produced somewhere between February and March.
- has a January '31 engine, not proven original yet.
- may have been in a collision sometime in her first 16 years.
- may have been repainted (maybe at the time of the "maybe collision"?).
- has a brown interior, out of place for an original car but a full interior transplant odd too. Maybe a production quirk the Judging Standards has not yet recognized?

No answers, more questions and MUCH more sleuthing to be done on all fronts! Tell me what you think of the accident theory? What other damage would you be looking for? Paint experts ... what color is that firewall? Interior experts ... what do you say about brown vs gray check for a March '31 car? Who can fill in understanding of what model year turnover looked like back then? When did it occur? Was "new model year" even a thing back then with a distinct transition point like it is now?

Next Time: Model A Archaeology Part 5. Annie's A: "A Plot Twist. Did not see *that* coming, eh!"  
Hank Zajic

## ELECTRIC FUEL PUMP INSTALLATION



I am installing an electric fuel pump in my 1929 Model A Ford Tudor because I have also installed a Weber two-barrel carburetor. The Weber is a downdraft and sits higher on the engine. Therefore, the gravity fuel feed of the Model A Ford does not work so well as the stock carburetor of the Model A Ford. Also, an electric fuel pump has an advantage over a mechanical pump because it can be activated before the motor is cranked, which allows for a quicker start.

The electric pump is installed in the fuel line between the gas tank and the carburetor. A fuel filter should also be installed in line before the fuel pump, to assure clean fuel for the pump and carburetor. For an antique or classic car,

there are several brand choices. I chose a Carter brand (made in the U.S.A.), which puts out about 7 pounds of pressure. For my Weber carburetor, the pressure must be regulated down to no more than 3 pounds per square inch, which meant that I had to buy a pressure regulator. Other carburetors may be able to tolerate somewhat higher pressures, but the pressure must still be regulated. If you do not install a pressure regulator, your carb will flood the motor because the float valves will not be able to cut off the flow of gas, which they are supposed to do when the carburetor float bowl is full.



**Fuel filter and pump**

For the fuel pressure regulator, I bought a Holley brand, which is also made in the U.S.A. In addition, I bought a pressure gauge, so I could see that the Holley fuel pressure regulator is correctly regulating the fuel pressure. The fuel pressure gauge is installed between the fuel pump and the carburetor.

In my research about non-stock fuel pump installations on older cars, I ran across a recommendation to also install a low oil-pressure electric supply cut-off switch, which would cut the supply of electricity to the fuel pump in the event the motor stopped running. In the event of an accident, the low oil pressure electric cut-off would stop the pumping of fuel. To install this switch, I purchased an oil pressure sensor "tee", so that oil pressure may be supplied to both the oil pressure gauge and the low oil-pressure cut-off switch.

This switch in the electric circuit means that current will not be supplied to the fuel pump until the engine begins to crank. Therefore, if the engine has not been run for a while, as our cars often are, it may take a few more seconds before the carburetor is filled with fuel and the engine can start. The advantage in this delay is that the motor will have oil pressure to the bearings by the

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## **ELECTRIC FUEL PUMP INSTALLATION (Cont.)**

time the motor fires up. If you do not wish the delay, the low oil-pressure electric supply cut-off switch may be circumvented by a second circuit, such as by using the starter motor circuit to provide power to the fuel pump. However, I am not going to install such a circuit, because I like the idea of building some oil pressure before the motor fires up.

Paul Bjarnason

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## 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, at 10:00 am. This is at exit 40 off I-66. 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 is only 1 room 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**. There are only 4 rooms with 2 double beds remaining as of this writing. 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 20<sup>th</sup> 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, then 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 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 am. I recommend that we have a good breakfast before leaving. If needed, we can stop on the way at a fast food for brunch.

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## **JAMES RIVER STATE PARK TOUR (Cont.)**

There are plenty of options. We can discuss before we leave Lovingston.

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 20<sup>th</sup> 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](mailto:rainvillegl@gmail.com) – Cell 703 489-7321.**

## **FROM YOUR ACTIVITY CHAIRMAN**

### **Strategic Planning Committee Results**

This month, I would like to begin by providing a summary of the findings of the Strategic Planning Committee (SPC). Last fall we developed and you responded to a survey that dealt with the demographics of the Club. Unfortunately, we did not get much out of that survey because very few of you participated. We did confirm, however, that most members like picnics, some one-day tours and the Christmas Party. Although we are planning a minimal number of overnight tours, we are upping our game for this year and are planning to provide more one-day social events. I hope many of you will enjoy.

The second phase of the SPC was to look at long-range financial planning. At our last meeting (final), we concluded that although we have a healthy bank account, we do not want to make major changes to our spending habits. Currently we are spending a little more than we make each year. That will not be a problem for some time unless we run out of steam to do future Sullys. If, for some reason, we are unable to benefit from that income, we will have to make changes to our spending habits. For now, we will stay the course. One thing I believe we should make clear. The SPC's vision for the GWC future is bright. On a regular basis, we are attracting new members (young new members) and that is a great sign that the Club will flourish for years to come. We hope they will get involved and lead us now and into the future.

*Gene Rainville 703 489-7321 - [rainvillegl@gmail.com](mailto:rainvillegl@gmail.com)*

### **Haymarket Tour**

The Haymarket Tour weather made for a great tour. It was partly cloudy and in the upper forties. The fun began when Bill Sims tried to start his Model A after he gassed up at the Haymarket Sheetz (our morning meeting place). He tried starting his car and the starter would only spin. It did not engage with the flywheel. After several attempts and a number of us providing Bill with advice that did not work, we push-started the car and decided to go to my house just about 2 miles away to work on the car. I had a spare starter, so the plan was to remove and replace and get on with the tour. So we replaced the starter and examined Bill's starter. The bolts that held the bendix spring in were loose and one nut dropped into the bell housing of the transmission. We believed we identified the problem. After replacement, the car started just fine. Since it was near lunch time, we decided to reverse the tour and eat lunch and then do the driving tour. We had a great lunch with lots of conversation and funny stories about a number of things.

After lunch we all got in our cars to go on the driving tour and the same thing happened again. My rebuilt starter did the same thing that Bill's starter did. It would just spin and not engage. After some discussion we decided to go ahead push start Bill's car and complete the tour. We started up Route 15 North to Logmill Road, made a left turn and headed toward the Bull Run Mountains. All went well to that point but after a couple of turns, I made a wrong turn and we went up and down a winding narrow road (paved) until we reached a dead end. After some backtracking, we got on the correct roadway and made our way to Bull Run Mountain Road. After 6 miles of this winding gravel road with lots of potholes, everyone on the tour decided that we did not want to travel like our ancestors did. Paved modern side roads became a welcome site and of course, the ride was much smoother. See below for some pictures of the trip.

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## FROM YOUR ACTIVITY CHAIRMAN (Cont.)



### **Small Parts Day**

April 29 will be this year's Small Sarts Day. At this event, individuals will have the opportunity to perform annual maintenance on their Model As, sand-blasting small Model A parts, and other work that can be completed that day. NO overnight work. The event will be on Saturday, April 29, from 10:00 a.m. to 4:00 pm. Coffee and donuts will be provided in the morning. This is a bring-your-own-lunch and folding-chair event. It will be held a Benny's place at the garage near the back side of his property. So please enter using the driveway to the left of his property. The address is 5441 Ladue Lane, Fairfax, VA. In addition, for those members that have extra sand-blasting sand from previous years, please plan on returning the sand to Benny's and let Gene Rainville know so we don't continue to purchase sand that we do not need. – 703 489-7321 or <rainvillegl@gmail.com>. Thank you very much.

### **Summer Picnic**

This year's summer picnic will be held at the Sully Historic Site on July 15. Mission BBQ food will arrive about 11:45. Lunch will begin shortly thereafter. Alcoholic beverages are not allowed in the park. We will have plenty of unsweet iced tee (sweetners will be provided), lemonade, and a variety of soft drinks. I will make sure that we have plenty of ice. The price for the picnic will be \$10 a person. Please mark you calendar accordingly. More information will forthcoming at the end of May and early June. Let's hope for good weather this year. Remember last year!



Gene

## COMPRESSOR REPAIR UPDATE, FORD SALES BROCHURE, AND BLUE RIDGE HUNT RACES

### **Compressor Repair Update:**

Luke will be at Benny's on 11 April to perform the repairs on the Smith Compressor. If anyone would like to participate, it starts about 09:30. Thanks Gene

### **Fun Links:**

From our Webmaster, Shep

Website updated: A new entry on our Fun Links page

at <http://www.gwcmodela.com/funsites.asp> , a pdf. of a Ford Sales Brochure. Is your body style included?

### **Blue Ridge Hunt Races:**

From your Activity Chairman Gene Rainville - On April 16, 2023 the "BlueRidgeRaces.org" organization will be holding their "Blue Ridge Hunt Races & Antique/Exotic Car Cruise-In at Woodley Farm, Berryville, VA. Free admission for those arriving in an antique car. It's a bring-your-picnic event. Parking overlooks the racecourse. There are 10 races scheduled, hound demonstrations, kids' stick horse races, and a Vendor Village. The contact person for this event is Michael Morris at 703 577-5702. I would be happy to lead a tour like this; unfortunately, I already have tickets to a dinner show that afternoon. Looking for a leader.

Gene

## THE FAIRFAX ANTIQUE CAR SHOW

From your Activity Chairman - The Fairfax Antique Car Show in Old Town Fairfax will be held this year on Saturday May 20, 2023 from 10 AM to 3 PM. This is a popular event for visitors and car owners.

We need to provide a preliminary count - Names and Car Type to the "Show Planners" by April 15, 2023. For interested members, please let Benny Leonard know before April 15 if you plan to participate. Registration forms are forthcoming. Benny is our point of contact for this event. Benny's email is "[Benshar100@gmail.com](mailto:Benshar100@gmail.com)". Thank You

Gene Rainville




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## **FROM THE SULLY CHAIRMAN**

Volunteers—I have some great news! Our roster is not yet full, so it is not too late to sign up for Sully #48!! You know that we cannot have the Sully Fathers' Day Antique Show without your help.

As of this writing we need judges, registration, and sno cone volunteers!!

**We also need help for set-up on Friday, 16 June, 8AM till done.**

**EMAIL ME @ [doughert@cox.net](mailto:doughert@cox.net) and let me know where you want to help!**

**THANK YOU TO THE 42 OF YOU WHO HAVE ALREADY SIGNED UP!!**

79 days (as of 31 March) until the Sully Antique Car Show! ARE YOU READY?

The Sully Committee is energized and we have a lot of the pieces in place already. Those that are not will be in due course. In the meantime, 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.

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”!

Extended family and friends are welcome to volunteer! Two free admission passes will be available to each volunteer to share with family and friends. And, we will have a post-Sully picnic that will be subsidized by the Club.

Weather Forecast for 18 June 2023: “81 degrees, partly cloudy, light breeze from the NW!”

Thank you all in advance! Let’s make this the best show ever as a tribute to Chairman Emeritus Bill Worsham, who I am sure will be watching over us and making good on my weather forecast!

John Dougherty  
GWC Annual Meet Chairman

## **BRIEF NOTES**

The cover of the most recent issue of The Restorer features the car belonging to late member Ed Brant, under the care of his granddaughter, Marion Walsh. There is a short article about the car, which includes mention of Sully and a photo of Ed in the car wearing his GWC vest.

MAFCA has a feature on its web site called Model A of the day. My car was featured March 8 in a photo you should all recognize from The Script.

Milford



## **COMING EVENTS**

### **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

**April 19 (Wednesday) - 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. 20-21)**

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

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

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

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

### **May**

**May 10 (Wednesday) - GWC & CDC Breakfast at the Fair Oaks Silver Dinner – 12251 Fair Lakes Parkway**

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

**May 17 (Wednesday) - Membership Meeting – McLean American Legion Hall – 7:30 p.m.**

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

May 20 (Saturday) – Fairfax Antique Car Show– Fairfax City

May 20 – 2<sup>nd</sup> Annual American Legion Post Show and Open House (See p. 32 for info.)

May 21 (Sunday) – West Friendship, MD, Car Show. (See p. 30 for information.)

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

### **Activities to Plan for in 2023—Save the Dates**

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.**

**July 15 (Saturday) – Annual Picnic - Sully Historic Park**

**August 19 (Saturday) – GWC 60<sup>th</sup> Anniversary Tour & Banquet at Mount Vernon, VA.**

**Dec. 2 (Saturday) – Annual Christmas Party at the American Legion Hall – Fairfax, VA.**

## WANT ADS

### For Sale

1931 Sport Coupe. Not a show car but a great driver.

Many of you who toured with the club starting around 2000 know my car. I've owned it about 25 years. It was mechanically restored by Don Temple 2003 – 2004 and I've done very little since then. Donnie installed a high-speed rear end and a Brumfield head so it will cruise at 50 mph easily. Steering and braking are both excellent. Tires are decent but pretty old, best to replace if you plan to drive a lot. The car has the fantastically bright LED bulbs that Luke Chaplin and I demonstrated at a Club meeting years back. Hence an excellent night-driver. Engine starts quick every time if the carb bowl is full. The carb is an unconventional industrial model that I installed a long time back, doesn't need mixture control. I've stuck with this odd unit because it's reliable and doesn't leak. Paint is shiny but showing age. Stainless and chrome are all decent. With the car go your choice of my very decent spare parts supply. Asking \$16,500. Test drive is welcome. Bill Shields, Luray, Va. [highc.king@verizon.net](mailto:highc.king@verizon.net) 540-692-1590 (land line – leave message).



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Displayed are some of the parts we make using the FORD blue print to ensure the correct size, shape, metal and heat treating. Be sure you use our Quality parts when working on your Model A.



180 page illustrated Model A Ford parts catalog containing over 4,000 parts with full descriptions and pictures of each part sent FREE with your order.

**April 30**  
**2023**  
 Sunday • 9 am to 3 pm  
 Trexlertown, PA

*Lehigh Valley Model "A" Club Presents*

**STEVE RYAN**  
*Model A/AA Show & Swap*

**Stock or Original Model A Ford and Era Equipment Only**  
 Vintage Fords from 1903 - 1942 also welcomed.



Swap Meet • Concessions • Tech Session  
 Rain or Shine • Free Admission • Free Registration  
 Pin Striping 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 dolls/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 [lvmadclub@gmail.com](mailto:lvmadclub@gmail.com)

Lehigh Valley Model 'A' Club  

**EXPLORE THE BAY IN YOUR Model A**



**MARC MEMBERSHIP MEET 2023**

**JOIN US IN BAY CITY, MI FOR THE MARC Membership Meet**  
 April 14-16, 2023  
 Hilton Double Tree Riverfront • Bay City, Michigan

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Urbana, OH



# West Friendship 8th Annual CAR SHOW

**May 21, 2023 9am-2pm**  
(NO RAIN DATE)

**at the Howard County Living  
Farm Heritage Museum  
12985 Frederick Road  
West Friendship, MD 21794**

- Located across MD Route 144 from the Howard County Fairgrounds.
- I-70 to (Exit #80) MD Rt. 32 South to MD Rt. 144 West to Museum entrance.

**All Makes & Models Welcome!**  
Antiques, Street Rods, Customs,  
Trucks & Motorcycles

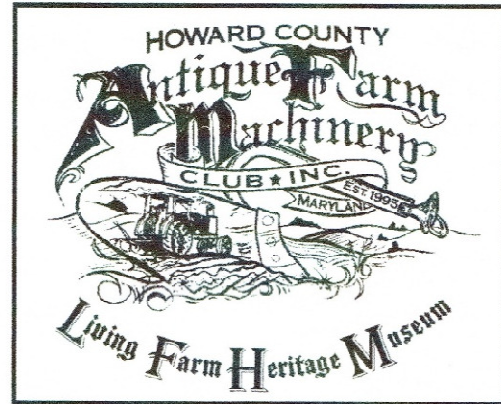


Plaques will be awarded to the top 25 vehicles selected by the judging team in proportion to the number and types of vehicles registered.

**Door Prizes throughout the Day**

**A.M. Coffee and Donuts Available!**

**Cryin' Johnnies**  
**Food Cart Lunch!**  
**Hotdogs, Nachos, Chips**  
**Waters and Sodas.**  
**Mt. Airy's Finest!**



**REGISTRATION 9:00 TO 11:30AM**

*(Register at Show Only)*

**SHOW CAR SPACES - \$15.00**  
**FLEA MARKET, CAR CORRAL**  
**10' x 20' SPACES - \$15.00**

**50/50 drawing by 2:00pm**  
**(must be present to win)**

A portion of the show proceeds will be donated to the Howard County Living Farm Heritage Museum, a non-profit 501(c)(3) organization.

**Car Show Rules**

- For Safety, show vehicles must have a fire extinguisher
- Safety of show vehicles is the owner's responsibility
- No Alcoholic beverages & No smoking on grounds.

**FREE Spectator Admission**  
**FREE Spectator Parking**  
**Picnic Area Provided**

**FREE Museum Tours**

**SEE THE REVERSE SIDE OF THIS FLYER**

There's a lot to see! Starting at 10:00 AM, you can take the museum bus to tour the entire facility and visit a working blacksmith shop.

**(OVER)**

**Hosted by the National Capital Region 36 of the Early Ford V8 Club of America**

**Info Contact: Al Zimmermann 443-470-0637; [zimmco1@comcast.net](mailto:zimmco1@comcast.net) (Subject "W Friendship Show")**





# 38<sup>th</sup> Annual Vehicle Show Benefiting

Camp Jamie, Alzheimer's Assoc., & Rose Hill Manor Children's Museum

**SPONSORED BY**  
**FRANCIS SCOTT KEY ANTIQUE CAR CLUB**  
Chapter of Sugarloaf Mountain Region of AACA



**ALL YEARS, MAKES & MODELS WELCOME**

**SATURDAY, AUGUST 19<sup>TH</sup> 2023** (RAIN DATE SUNDAY, AUGUST 20<sup>TH</sup>)

**LOCATION: ROSE HILL MANOR CHILDREN'S MUSEUM & HISTORIC PARK**

1611 N. Market Street, Frederick, MD

**SPECIAL ATTRACTION: FREDERICK COUNTY FIRE & RESCUE MUSEUM "MINI-MUSTER"** Frederick County antique & current operational fire apparatus, hand and horse drawn pumpers, etc.



Additionally, Rose Hill Manor tours & the WWII re-enactors will exhibit

<b>Registration:</b> 8:00 a.m. – 12:00 p.m.	Longest distance registered vehicle driven
<b>Voting:</b> 10:30 a.m. – 12:30 p.m.	Youngest and Oldest driver of registered vehicle
<b>Awards:</b> Approx. 2:00 p.m.	25 Top participant's choice
Dash plaques for first 150 registered vehicles	2 FSKACC Best of Show picks (Pre 1968, Post 1967)

## **PRE-REGISTRATION/REGISTRATION** (Please Print)

Name \_\_\_\_\_ E-mail address \_\_\_\_\_

For future show notification only

Address \_\_\_\_\_

VEHICLE INFO		FIRE EXTINGUISHERS SUGGESTED IN VEHICLES	
Year	Make	Model	

**Vendor Space** approx. 10'D x 15'W (Tax number) \_\_\_\_\_

**DONATIONS** Tax exempt 501 (c) (4)

**SUGGESTED:** \$10 pre-registration before Aug 12<sup>th</sup> or \$15 day of show per vehicle or space.

**Make checks payable to:** FSK Antique Car Club, Inc., Benefit (sorry, no refunds)

**Mail check with this form to:** Bob Failor, 101 Fairfield Dr., Frederick, Maryland 21702

Info: Call or Text Jerry at 240-285-7729 or Skip at 240 422-0368 Fred Co Parks & Recreation Dept., FSKACC, SMR, or AACA, are neither responsible nor liable for any vehicle damage, theft or personal injury. All info subject to change. (Revised 3/1/2023)



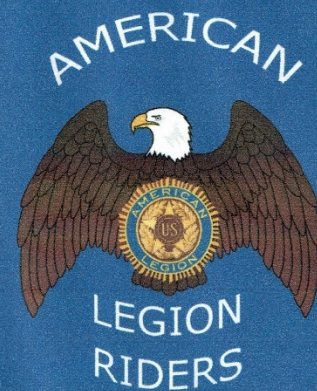


## **2nd Annual Car Show & Open House**

**AMERICAN LEGION POST 28**

**May 20, 2023 11AM - 3PM**

**17934 LIMING LANE, TRIANGLE, VA 22172**



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RAIN DATE: TO BE DETERMINED