

The Ford Script



Vol. XLIV

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No. 5



The late former President Paul Gauthier at the Sully Car Show



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

President	Milford Sprecher	301-830-2198	milford.sprecher@gmail.com
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Treasurer	Doug Tomb	703-967-5229	Douglas.tomb@verizon.net
Assistant Treasurer	Bill Bass	301-221-6598	Bass.bill@verizon.net
Annual Meet Chairman	John Dougherty	571-228-9567	doughert@cox.net
Tool Chairman	Benny Leonard	703-863-5814	ben5@cox.net
Youth Development	James Kolody	703-795-9301	grubsworms1@gmail.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: Sunday, June 4th

PRESIDENT'S MESSAGE



It's May! What happened to April? Gone in a flash, I guess.

Sully will be here soon, so please volunteer if you have not already. It's always a great day for the Club and the collector car community!

We had a good turnout and a great day getting the compressor ready for sandblasting again. Interestingly, the engine had two head gaskets on it, for good reason we figured, so we put two back on it. We lapped the valves and according to reports it is running better than it has run in a long time. I had to leave before the team got it running but was sent a video of it running.

I am still on the lookout for someone to organize some non-automotive activities for the Club to appeal beyond the normal gear heads. Other clubs have activities of this nature and they can be fun for all. We don't need to have a lot of activities, so it shouldn't be an overwhelming amount of work. While I am asking for help, the Club needs a new librarian. The list of materials, many of which are quite dated, is in the membership booklet, so take a look and volunteer to take over the librarian duties.

Jim Gray passed along some information about a 1928 Tudor that was going up for auction. The car belonged to Herman Mauck, who Jim said was a former member of the Club. He has gone to a nursing home, so his cars and other items were being auctioned. From the photos, I could tell that it was an early '28, so Tom Terko and I drove up to Mt. Airy to take a look at it.

It was a nice car. The serial number indicated that it was a May 28 manufacture date. I made the opening bid at \$5,000, but the bidding climbed and the car was sold for \$16,000, plus a 27% buyer's premium. I have no idea how much more an early '28 brings than any other Model A, but even at the full price paid for this car, someone ended up with what appeared to be a nicely restored car, although it has not been run in a while. I only put in a bid in case there were no other bidders, but that certainly was not the case. Just as well, as I had no idea where I would keep it.

I missed the Cherry Blossom Parade this year, but we made a good showing and got some good publicity out of it. Thanks to our parade coordinator, Jason Cunningham, for organizing this and the other parades we participate in.

The pre-war swap meet is in Luray on May 12 & 13. I plan to go down on Friday and there are sure to be a few Club members attending. A final reminder, don't forget to volunteer for Sully!

FROM THE EDITOR

In December 2003, I "retired" after a decade as editor and turned the reins over to Cliff Colee. In January 2006, Cliff's computer died and his job demands were overwhelming him, so he resigned the editor's position. This left our new president in a real quandary. So he called me up and asked if I'd come back and honcho the Script for the rest of the year. I agreed and here I am, still doing it 18 years later. The president who convinced me to return? Paul Gauthier.

I've bumped up June's Script deadline a day, to Sunday, June 4th, instead of the normal Monday deadline because I'll be heading out of town for 10 days that Tuesday. So get your columns and stories in early just for June. After that, Bruce Metcalf will be handling the Script for the months of July and August, as he does every year when I take off for points unknown for 2 months in the summer. I WILL, however, be here for Sully, hawking those popular green Sully t-shirts; also at the May meeting. Now's the time to dig them out and advertise Sully.

FROM THE SMOKE-FREE ROOM

GWC Board of Directors Meeting
April 27, 2023



President Milford Sprecher called the GWC board meeting to order at 7:06 PM. This was an “in-person” meeting held at the Red Hot and Blue in Fairfax. Board members in attendance were: Hank Zajic, Gene Rainville, Doug Tomb, Jeff VanGorder, John Dougherty and James Kolody.

The meeting started with a discussion of the Small Parts day scheduled for Saturday April 29th. Based on the heavy rain conditions predicted for the entire weekend, a decision was made to postpone the event. Membership Chair Jeff VanGorder sent an announcement out to the entire Club membership while the board meeting was still in progress since time to the weekend was short. A reschedule date was left TBD in consideration of the preps for the Sully car show and then an already-loaded summertime schedule of activities.

A discussion was held regarding appropriate use of some of the Peyton Randolph memorial fund during 2023. After discussing several alternatives and the wishes of the donor, Carol Randolph, a decision that \$500 of this fund would be allocated to the Club’s 60th anniversary luncheon scheduled for August and an additional \$250 would be allocated to the Club picnic. This fund will continue to benefit Club members into the future.

A brief discussion was held regarding the revised judging scheme that has been developed and posted on the Club website. Modifications have been made based on lessons learned at both the 2019 and 2022 shows. The modifications are designed to help speed the tallying process at the end of the judging period. Members have the opportunity to preview the modifications on the Club website and become familiar with the process at the May membership meeting, which will serve as a practice run.

Preparations for the Club’s 60th Anniversary luncheon were briefly discussed. A down payment has been made. Review of menu caused a recommendation that a fish option be added. Activities Chair Gene Rainville will inquire of the Mount Vernon Inn about swapping the already selected pork offering for a salmon entree instead.

President Milford Sprecher raised the discussion of his continued interest in expanding the Club activities and focus to be more inclusive of those with less technical Model A interests. There is an aspect of this discussion focused on drawing more people back to the monthly membership meetings where attendance remains low post-Covid. There is a second aspect of simply drawing in a broader interest base to the overall Club activities. Milford is seeking individuals who might be interested in further developing this facet of the Club. As part of this discussion, Hank Zajic agreed to take on a focused effort to work on increasing monthly membership attendance.

President Sprecher showed the board members a Club tri-fold brochure created in 2016 that is useful for advertising the Club. The intent is to make more of these up to use in locations like Bratton’s and possibly Sully as a way to drum up more interest in the Club.

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FROM THE SMOKE-FREE ROOM (Cont.)

The final discussion point of the meeting was the initial launch of the idea of doing a Club-organized cross-country tour. This would be a significant effort and discussion was split between genuine interest and the thought that connection with the Model A Touring Club or other similar groups might serve better. No conclusion was reached on this topic.

After polling the assembled group for other topics with none offered up, the meeting was adjourned.

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

President Clem applauded John Kandl for hosting not one but two sandblast days. On the first date, it rained. Eager arrivals awaited the sun but alas, it didn't come. John graciously invited all back the next Sunday and the weather cooperated. The sand flowed well and continued to do so until about 6 p.m. 45 wheels were straightened and blasted. Doughnuts for breakfast and pizza for lunch were furnished by John too! Clem claimed he had been there to make sure no tall tales were told nor Chevy parts involved. He reported on the progress being made on the AR phaeton with John's help.



Once again, the Ford Script won an award for continuing excellence from the Model A Restorer's Club, and Editor Bill modestly gave credit to the membership for writing or finding appropriate articles for him to run to fill in the pages not taken up by the reports of the various board members. As for the quality of the newsletter being in mind, as well as timely delivery to the members, a new printer began being used. Bill said it was probably long overdue, but that change was hard for him, saying he tended to hang onto things until their usefulness was long past. On the subject of "hanging on," Editor Bill seems to have hung on to being Script Editor about forever. Thanks Bill.

Got a new paint job but no stripes? George Smolenyak to the rescue with a comprehensive article covering everything about pin striping, with three methods to do so, and the pros and cons of using each. The first option was to use pinstriping stencil tape, obtainable from suppliers such as Eastwood, or locally from Home Depot or hobby/craft shops. The negative is that the procedure usually leaves a ridge-like feel to the stripe. Option two is to hire a pro for \$\$\$! and have them paint a stripe all around the car by hand. But wait, you can, with practice, develop the skill to do hand striping yourself. He told that you would need to purchase 3 or 4 fine-tip camel hair brushes with at least 2 inches of bristles, 1 Shot Lettering Paints from Eastwood, or other paints successfully used by recognized master restorers in our Club such as Millard Springer or Bill Beardmore. Also needed is a pencil, a ruler, and a thinner soaked rag to erase mistakes. The prescribed procedure was to measure to the center of the molding to be striped and draw a faint guide line. Shake paint well, dip brush bristles 3/4 of the way into the paint and let the excess drip off. Then press the brush to the molding and pull it along. And then practice, practice, practice!

Dave Henderson

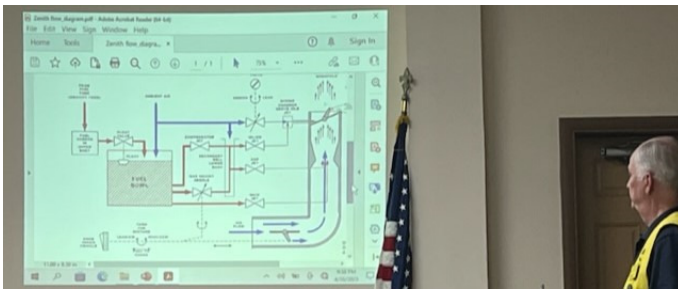
APRIL MEMBERSHIP MEETING RECAP

Twenty-two members were present when President Milford Sprecher convened the business meeting with the Pledge of Allegiance. This was followed by a period of silence for past president Paul Gauthier, whose funeral was the previous Wednesday, as well as all our Club members who have passed before us.

Our officers reported on progress and updates to the planned activities as reported in the Script. Sully event planning is progressing nicely but we are short on volunteers. Hank Zajic represented Jim Cartmill, our National Milage Program lead, and presented Milford Sprecher with his 2000-mile award for his '28 Roadster, which crossed that milestone threshold as part of the 2022 driving season.



We saw the return of our 50/50 drawing thanks to the efforts of Gene Rainville. The prize was on the smaller side but as attendance grows at our meetings, so will the possibility for a bigger jackpot! After a refreshments and general conversation break in the meeting, John Daugherty presented on the Zenith Carburetor. Although he prefaced his discussion that the lecture was



not intended to “make you a Zenith expert,” John provided an excellent overview of how the carburetor functioned. Using some terrific animated drawings, some hands-on examples and an excellent flow diagram, John stepped us all through the important information. Best of all were all the shared “tips and tricks” that John and others shared about trouble shooting carburetor issues, things to look for to prevent

issues and other “culprits” that should be checked before assuming the carburetor is the source of your problems. Thank you, John, for leading a great discussion! The topic inspired Stan Johnson to locate an older article he had that discusses some of the developmental history of the Zenith Carb.

Hank Zajic

SUNSHINE REPORT



Fellow GWC member Mike Brownell wants the Club to know that he is FINALLY done with a 3-month hospital stay. A bad fall off his scooter in December had caused a lot of problems, but hospital time and a lot of work at rehab have both helped resolve those issues.

Mostly he wants to show off his new haircut!

Keep getting better, Mike! Hope to see you at Sully.

Jim Gray
Sunshine Chair

George Washington Chapter 2023 Approved Budget - AS OF 04/30/2023

OPERATING BUDGET

<u>Budgeted Income</u>	<u>Responsibility</u>	2022 ACTUAL	2023 Budget	2023 ACTUAL
Membership	VanGorder	\$ 4,169.00	\$ 3,750.00	\$ 1,220.00
Misc Income (Donations)	Tomb	\$ 3,000.00	\$ 500.00	\$ 60.00
Programs & Technical Seminars	Zajic		\$ 100.00	\$ 43.00
Club Tours & Activities	Rainville	\$ 1,600.00	\$ 2,800.00	\$ -
Script Advertising	Sprecher	\$ 650.00	\$ 500.00	\$ 450.00
Hands on Seminars, Repair	Leonard	\$ -	\$ 100.00	\$ -
Sully Income	Dougherty	\$ 12,650.00	\$ 4,978.00	\$2,243.00
Total Income		\$ 22,069.00	\$ 22,728.00	\$4,016.00
Budgeted Expenses				
Membership	VanGorder	\$ 1,763.00	\$ 1,089.00	\$ 227.93
Club Programs	Zajic	\$ 2,447.00	\$ 2,800.00	\$ 658.70
Club Tours & Activities	Rainville	\$ 5,737.00	\$ 7,300.00	\$ 491.47
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	\$2,396.12
Web Hosting Expense	Shepherd	\$ 108.00	\$ 108.00	\$ 119.88
Insurance	Tomb	\$ -	\$ 75.00	\$ -
Presidents Fund	Sprecher	\$ 810.00	\$ 1,210.00	\$ 761.97
Secretary Supplies	Greenwood	\$ -	\$ 100.00	\$ -
Treasurer Supplies	Tomb	\$ 542.00	\$ 615.00	\$ 469.06
Total Expenses		\$15,781.00	\$ 19,222.00	\$5,125.13
UNDER/(OVER) Revenue		\$ 6,288.00	\$ 3,506.00	-\$1,109.13

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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	\$ -
Peyton Randolph Memorial Fund	Board	\$ -	\$ 4,518.00	\$ -
Zadnik Scholarship Fund	Board	\$ -	\$ 1,500.00	\$ -
			=====	=====
			\$ 16,018.00	

Total Expenses

\$ 22,722.00	\$ 5,125.13
=====	=====

Sum Income and Expenses

\$6.00	-\$1,109.13
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Current Bank Balance as of 04-30-2023
Beginning of Year Balance (01-01-2023
Actual)

\$ 26,994.04

\$38,103.17

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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 board. 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. Please see the March or April Script for further details.

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.

MAY MEMBERSHIP MEETING

CALLING ALL CARS....CALLING ALL CARS. I need your help! I still need to get a few volunteers to help out with the May presentation. I am looking to get five or six cars, a 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).

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 revised judging guidelines that are posted to the Club website. After that, members 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. We will then reconvene for discussion and questions. Order of the May meeting will be flipped so the business section of the meeting will follow the presentation.

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

MAFFI NEWSLETTER MINUTE

Model A Days are set for Friday and Saturday, September 15-16, this year. As always, it will be held at the Gilmore Museum Complex in Hickory Corners Michigan. It is not too early to book your hotel.

Information for the Host Hotel is available at the following location:

Ford Model A Convention Block 2023
Delta Hotels Kalamazoo Conference Center
2747 South 11th Street Kalamazoo, Michigan 49009:
1-269-375-6000

Last Day to Book: Tuesday, August 22, 2023

\$129.00 USD per night (*These rates are available from September 11-18, 2023.*)

MAFFI Model A Days Events and Registration forms are available now on the Gilmore Website or by searching, "Gilmore Car Museum/Ford Model A Days." To participate in some activities this year, you must pre-register by September 1, 2023.

Charles M (Mike) DuBreuil
MAFFI Trustee/Secretary
secretary@maffi.org

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PAST PRESIDENT AND LIFE MEMBER PAUL GAUTHIER

Past GWC President Lieutenant Colonel Paul Edward Gauthier, USAF (Ret.) passed away Easter evening, April 9, 2023. He was 82.

Paul was an active, productive and enthusiastic member of our Club for more than 28 years.

Paul served the Club as a board member, Youth Development Chair, Activities Chair, Vice President, and President. He initiated and developed our scholarship program, re-energized our parade participation, and energized Sully by setting up the flea market spaces every year for decades. And for many years on the weekend after the show, he'd don an apron at Andy and Ellen's beautiful lot on the banks of the Potomac and display his considerable skill as a master flapjack flipper. And who can forget Paul in his elf or Santa hat directing our annual Christmas Brown Bag gift exchange?



Paul personified our Club, enjoying the Model A Ford and sharing it with others. As a Model A enthusiast, he had owned 5 of them – a 1928 Coupe, a fine-point 1929 Special Coupe, a 1930 Closed Cab Pickup, a 1930 Tudor and a 1930 Delux Fordor. Paul won Touring Class First Place awards with his Fordor at both the 2007 MARC Williamsburg National Meet and the 2012 MAFCA Marquette, Michigan, National Meet. Paul was also an active participant in the MARC milage program in both his Tudor and his Fordor, recording thousands of miles in each.

Years ago, the GWC had participated in the parades in Washington DC, but that support had slipped by the time I joined the Club in 1996. That changed when Paul became Activities Chairman in 2004 and reenergized our participation. I distinctly remember his leadership in getting others to join him in supporting the special parade celebrating the dedication of the WWII memorial, as well as the annual Cherry Blossom, Memorial Day and the Independence Day parades. He planned the routes and led our little caravans to the

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PAST PRESIDENT AND LIFE MEMBER PAUL GAUTHIER (Cont.)

assembly point for many of these parades in the following years. A devoted patriot, Paul encouraged us to bedeck our cars with Old Glory. As we drove down Constitution Avenue, our famous horns and unfurled flags delighted those along the parade route as well as the television commentators and audiences. Thanks to Paul's enthusiastic initiative, our active parade participation continues to this day.

Above all that he did with and for the GWC, Paul was also an active member of the Rotary Club of Fairfax, the American Legion and of his church, recruiting many members for the Knights of Columbus, and participating in many of their charity activities.

Paul always gave of himself and helped others to learn how to give of themselves.

I am blessed to have known Paul Gauthier. Family man, active club member, and servant of God.

Jim Gray

The following is Paul's obituary courtesy of the Fairfax Memorial Funeral home:



Paul Gauthier passed away peacefully on April 9, 2023, at the age of 82. He was a retired Air Force Officer, Model A Car Enthusiast, Rotarian and fourth degree member of the Knights of Columbus.

Paul was born on June 13, 1940, in Green Bay, Wisconsin. He was the son of Florence Gauthier. Paul graduated from Houghton high school in 1958, graduated from Michigan Tech, where he earned a bachelor's degree in industrial management, and earned a master's degree in logistics management from Central Michigan University.

After college, Paul joined the Air Force and served for 21 years. He was stationed at various bases around the world, including Texas, New Mexico, Turkey, Spain, Nebraska, Thailand, Ohio and Virginia. His assignments included working as a logistician, as part of the Inspector General team, and flying the Looking Glass. Paul retired from the Air Force in 1984 with the rank of Lt. Colonel.

After retiring from the Air Force, Paul began a second career working in the defense contracting field as a systems analyst. He was very active in the Knights of Columbus, a Catholic fraternal organization, for over 50 years. Paul earned the 4th degree and was a charter member of the St. Mary of Sorrows council, holding various leadership positions, including Grand Knight of his local council.

Paul was also active in the Rotary Club of Fairfax for many years. Paul served as president and was awarded the Service Above Self Award, Rotarian of the Year, and was bestowed the Paul Harris award multiple times. He enjoyed giving his time to the

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PAST PRESIDENT AND LIFE MEMBER PAUL GAUTHIER (Cont.)

community and lived the Service Above Self ideals helping many people over the years.

Paul was a lifelong car enthusiast. He owned and enjoyed restoring several classic cars, including 1929 and 1930 Ford Model A cars. Paul was a member of the Model A Ford Club of America, George Washington Chapter, and often participated in car shows and rallies.

Paul was a kind and generous man who always put others before himself. He was a devoted husband, father, and grandfather. He is survived by his wife of 58 years, Laurel; his children, Pauline (Burkett) and Renee (Schaefer); and four grandsons, Kyle, Clark, Drew, and Grant.

Paul will be deeply missed by all who knew him.

In lieu of flowers, the family requests that donations be made to:

The Leukemia and Lymphoma Society (LLS) – Donor Services, PO Box 22324, New York, NY 10087 - (888) 557-7177.

<https://www.fairfaxmemorialfuneralhome.com/obituaries/Paul-Edward-Gauthier?obId=27716580>



PAST PRESIDENT AND LIFE MEMBER PAUL GAUTHIER (Cont.)



REPORT FROM WESTMINSTER

Chris picked me up at Ashby Ponds at 6:30 am. We rolled in my van to have more room for possible junk finds. We arrived at 8:17 and had to chase around to find the handicapped spots (even with additional spots from last year) were full. First discovery was the donuts/coffee stand was under tent out in the rain. The inside food service location was closed. We pressed on and on the right end found a member peddling fat pills and free coffee. We covered every booth checking out the wonderous collections. Very little Model T/A ev-8 stuff. Luke grabbed a pair of useable Model A shocks. (He recently bought and modified brake linings to fit the AA big wire wheels. His health is improving slowly.

Chris found some horn motors and a 2-carb intake for his '39 Peecup. I spotted a small trolley. I guesses I could get \$250 for it, but as I am slowing down, peddling it would be tough. Conductor was missing and body had seen better days. One pair of silver Lionel diesels was seen and an S gauge non-AF steamer and a few HO items. I found an 8" nurse model for Ms. Sandy and a kid's ringy/dingy bell for my Rolladon. Ms. Sandy was appreciative of and a trike bell for my Rolladon what Ms. Sandy hatiefied. Some kind of sand tower was there; from the Dopke years. I left it. Bill Beardmore had a table. He is doing ok but needs calls and emails. Great guy.

At 10:52 we rushed over to the newly refurbished Maggie's. maggiesrestaurant.com



Clem and The Buffalo Gal at Maggie's
in Westminster on March 23, 2018.

We had heard, via the rumor grinder, that the heavy wind from earlier in the week, had blown away some of the Buff's 7 vails... Truth was, in fact, even worsers.com. A tragedy has befallen Maggie's. Deep serious research by the intel puke in our midst revealed two possibilities as to the whereabouts of the de-vailed Indian maiden on a buff, named Buffy. Higher possibly % via Bayesian theorems is that the previous owner took Buffy with him when he sold the joint or it was burned when they ceremoniously burned the old furniture out back. Suspect Jim took it. (No vails were left strewn about, anywhere nowhere.) The end of another tradition.) New owner is 32 years old... Crappers moved, back room enlarged and a Private 4 tabled warm-fuzzy area

near where the old crapper was at. I was traumatized beyond the vast skills of both Bruce and Chris to control my flimsy emotional platform.... A large hot chocolate and a rib Sammy done a bunch of good on me. Chris, Bruce, and I missed Jimmy Gray and his Rsmajama.com

Clem

THE NATIONAL CHERRY BLOSSOM PARADE

It's GOOD to be back! After a long winter hiatus, the National Cherry Blossom Festival Parade kicked off the driving season for 2023 and was a spectacular success. We filled each of our nine slots with beautiful cars and while the threat of showers kept some folks away, we ended up having fantastic weather and an enthusiastic audience.

This year, our paraders were Jason and Loriel Cunningham, Jim and Kathie Gray, Mike Pangia, Bill Harte, John Hall, Michael DiBerardino, Nick Seiber, and Clark Weaver.

Before the parade began, Jason served Amish donuts and "croinuts" (a Croissant-based donut) from his car's picnicking trunk, which proved popular with all participants.

To our surprise, the weather couldn't have been more perfect for a parade – cool with a light breeze and almost completely dry. As you might expect because of the soggy forecast, the crowds seemed slightly smaller than normal, but were no less enthusiastic and, as usual, they all seemed to delight in the "A-ooo-gaa" of the cars' classic horns.

After the parade, the group paused for a photo and headed home. A great time was had by all!

You can watch our TV appearance in the parade here :

<https://www.youtube.com/watch?v=iWhNB32yt50&feature=youtu.be>



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THE NATIONAL CHERRY BLOSSOM PARADE (Cont.)



MODEL A ARCHAEOLOGY

Part 5. Annie's A: "A Plot Twist. Did not see *that* coming eh?"

In past articles I've introduced you to the 1931 Tudor Sedan I call Annie's A and the remarkable people involved with it across the past seventy-six years. Their imprint remains on both Annie's A and me. I wrestled the preserve, conserve, restore dilemma and shared the basics of current condition. That includes a collision theory and a possible "interior transplant" puzzle. There are many questions waiting to be answered.

Today, I continue scraping away layers to see where it leads. While learning about forge marks and other stampings on components and how these markings help to identify the evolution of the Model A, I came across the work of Dave Sturges. If you have not reviewed Dave's work on Assembly Plant codes, I strongly recommend you do. <https://model-a-ford.org/top-page-1/resources/model-a-ford-assembly-plants-and-body-numbers/>. He has re-created a fascinating bit of Model A history. There are still a few pieces of that puzzle to drop into place. Who knows?! Maybe you hold one of the final clues.

I was stoked! My previous disappointment in not accessing the engine stamping on the frame was replaced with Dave's treasure of information about assembly plants AND this stamping is easy to access. Excellent! Let's go find it!!

I have to lift up the rubber mat to expose the front horizontal body cross member. I am excited and work fast. Rookie archeologist mistake! The rubber mat is old and brittle. I break it. Drat! I lift a little more carefully. I can see a number! But can't quite make it out. Gentle buffing with steel wool does the trick. There it is... V 1 0 0 1... maybe V 1 0 3 1 ... or maybe V 1 0 6 1. The fourth character is iffy but the rest are clear as can be. I write it down, go inside and pull up Dave's list. I go through all the entries. Nothing starts with a "V". What? There are some missing codes in the list but none logically associate with "V". Phooey. Oh wait, a second list of codes... M= Montreal, Quebec; T= Toronto, Ontario; W= Winnipeg, Manitoba; and V= Vancouver, British Columbia.



Looking straight down from the driver's seat, showing where on the body cross member to look.

Cool! V= Vancouver. That's it. WAIT! What? Vancouver?? No way! Run back outside. Check again. Maybe I missed a letter the first time. Nope. V 1 0 0 1. That's it. Ok. Go back inside and check Dave's list again. Maybe there is a US code that contains a "V" or a letter that looks like a V and the stamping when made, was done wrong or only partially. Nope. The closest would be Atlanta with an A... which clearly this stamping is not. Seattle would be AS but this is not that either. Even using a wild imagination, nothing on the US list can be mistaken for a "V".



WHAT THE H-E-double-hockey-sticks! Annie's A is Canadian? NO WAY!! Not only Canadian, but *from the other side of the continent* CANADIAN. N O W A Y! Now what do I do??

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MODEL A ARCHAEOLOGY (Cont.)

OK. To be clear, I have nothing against Canada. Canadian-built Model A's are ... Model A's, just more rare than their US cousins. My surprise comes from my own narrow mindedness. I have always thought of Annie's A as a New Jersey car. That is my context for the car and the people associated with it. Of course, there are those missing 16 years, a lifetime in the lifespan of an average car. I was expecting the assembly plant code would be Edgewater, New Jersey (E) or maybe Chester, Pennsylvania (CR). Maybe even something exotic like Buffalo, New York (BO) or Norfolk, Virginia (NK). But

Vancouver? Vancouver, British Columbia is on the opposite side of the continent from where 76 years of this story takes place! Apparently, Annie's A had a life somewhere out west doing who-knows-what before the story I know even begins. The possibility I mentioned in Part 2, that Rudy may have bought the car new in New York just went out the window! The universe



An Incredible Journey?! Red dots are (clockwise starting top left): Detroit MI, Buffalo NY, Edgewater NJ, Chester PA and Norfolk VA. Stars are Vancouver and Flemington NJ, Annie's A home since 1947. See why I'm surprised?

of what those missing 16 years might contain just expanded a zillion-fold! My mind is reeling. If this car was built in Vancouver, then at some point before 1947 it had to drive over the Rocky Mountains, across the Great Plains (great dust-bowl in the '30's) across the Mississippi River and over the Appalachians... all pre-Interstate Highway system. What stories to tell! What adventure!! There is a lesson in this about *assuming* "Model A originality" in 2023, no matter how untouched the car may appear. Canadian. ***I did not see THAT coming eh!***

So, borrowing from the comedic genius of Jeff Foxworthy and returning to our good old friend, the Judging Standards, which has an entire section dedicated to the differences in Canadian Model A's, I give you the: "You might be Canadian if..." list.

You might be Canadian if...:

1. Your engine is stamped with a serial number starting "CA".... *nope. We already know it is A4278399. But maybe the engine was swapped out at some time. Now I really want to see if the engine stamping is on the frame (the one hidden by the body). Canadian assembly used this practice only through late '28 so this stamp, missing or present matters to the story.*
2. Your interior is assembled using Robertson head screws.... *nope, not a single one that I could find anywhere. The engine compartment and sheet-metal that typically would use these screws are also Robertson free. **Strike one!***
3. Your firewall patent data plate indicates "Made in Canada" for cars made through 1928 or is absent except for the drilled holes thereafter... *nope, Annie's A sports a "Made in USA" data plate. **Strike two!***
4. Your rear engine mounts have a unique shape compared to US engine mounts, except that starting in 1930, a few of the US style stamped mounts were used ... *Annie's A has US style rear engine mounts, not conclusive either way.*



A Robertson head screw. The square fitting, rather than a slot or cross is the difference.

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MODEL A ARCHAEOLOGY (Cont.)

1. Your generator cutout has a “C” stamped below the Ford script... *Annie’s A does not have the cutout pictured in the Standards and her generator is not Ford original. Replaced sometime in the first sixteen years. Inconclusive.*
2. Your front bumper arms and bumper bars were made by Dominion Forge (trademark D) or Ford Canada (trademark Δ). Dominion was the largest supplier; the stamping is bold and easy to spot. *Annie’s A has no forge marks visible on these components. **Strike three!***
3. Your exhaust manifold was made by Ford Canada, Eureka Planter or Auto-lite. All had different identifying marks, except some from all three manufacturers were smooth surfaced with no markings. *Annie’s A has an exhaust manifold that is significantly eroded with no markings visible. Inconclusive.*
4. Your horn was made by E.A, the most common on Canadian cars, with some use of G.I.M. and Ames horns. Spartan and Stewart Warner horns were rarely used in Canadian builds. *Annie’s A has a Spartan horn, which was the most common horn used in US production. **Strike three and a half!***
5. Your Houdaille shock absorbers were produced in Canada and have appropriate Made in Canada indications on them. *The shock absorbers on Annie’s A need to be removed to reveal markings. To be determined.*
6. Your shock absorber arms were made by the Dominion forge and have the D stamping. *Annie’s A has a stamping on the left side arm, but I cannot make it out without disassembly and cleaning. To be determined.*
7. Canadian Standard Tudors had a dome light and brown stripe upholstery. *No dome light or brown stripe upholstery in Annie’s A. **Strike three and three quarters!***



1944 photo of Dominion Forge Ontario found on www.

This is not a comprehensive list but it covers the highlights. The Judging Standards note that in addition to the Standard and Deluxe Tudors, Canada made a “Special” Tudor that had cowl lights, mohair interior, a left-side spare and dome light. With these check points though and not a single additional confirmation point about Canadian origin, I am left scratching my head. Deeper disassembly might reveal a clue or two but for now, other than the Vancouver assembly plant stamping on the frame rail—which is undeniable, there is no trace of Annie’s A being Canadian built. How did that happen?



But here is the thing... the Judging Standards also contain a statement: “Ford Motor Company of Canada, Ltd at times imported bodies from the USA. Some bodies were imported with interior trim installed, while other bodies were imported assembled or partially assembled excluding interior trim. Bodies with installed interior trim were painted, and the interior trim, dash rail and mouldings were fastened with slotted head screws.” Maybe Annie’s A was one of these imported partial assemblies? That could explain the absence of most of the Robertson head screws. But body assembly and vehicle assembly are different, so what about missing forge marks on things like bumper brackets? I wonder how frequent “at times imported” was? Regular

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MODEL A ARCHAEOLOGY (Cont.)

practice? Rare occasion? The Ford assembly plant in Seattle, Washington, is a pretty easy ferry trip to Vancouver. I am curious whose stamping, sending or receiving assembly plant went on these bodies exported to Canada as partial assemblies. And what about the possibility of partial assemblies moving in the other direction, from Canada to the US? I wonder if that ever happened? The Seattle plant was being relocated between '31 and '32. Was production help needed there in the way of bodies from Vancouver? More questions to add to the list.



The first Seattle Assembly plant at South Lake Union. Opened in 1914. Location moved in 1932. I have not been able to find a picture of the Vancouver Hamilton Street plant, supposedly used from 1919- 1938.

The puzzle pieces are not fitting together. I'm beginning to wonder if I'm actually working with more than one puzzle here and all the pieces are mixed together. Previously, I mentioned Annie was a gregarious individual who appreciated a good joke. I get the feeling I am in the middle of a prank seventy-six years in the making and Annie is up there now, looking down and laughing and laughing!

Since writing this article, I started researching through the Model A Owners of Canada (MAOC) and Canadian Model A Ford Foundation (CMAFF). I have made contact with a number of very knowledgeable individuals. It seems the Judging Standards note regarding partially assembled bodies pertains to special bodies such as Cabriolets. They know of no instances of assemblies moving from Canada to the US. From all the evidence, the likelihood of Annie's A being Canadian remains very questionable... but there is still that "V" assembly plant code to explain... case NOT closed yet!

Anyone with knowledge of Canadian Model A's, Canadian assembly plant history or Vancouver/Seattle in the 1930's, I'd love to hear from you. All clues and theories welcome. No suggestions too weird to pass by at this point!

I am "going on expedition" for a few months. I'll be focusing on summertime activities like driving and digging for more clues on Annie's A. In the meantime, our newsletter will fill up with stories and pictures of the Sully meet, our Club tours and other fun activities. When things slow back down in the winter, I'll return with more installments of Model A Archeology...

Next Time: Model A Archeology Part 6. Annie's A: "The Doors... Not Jim Morrison's Band."

**GWC Model “A” Summer Picnic
at the Sully Historic Site
3650 Historic Sully Way
Chantilly, VA
July 15, 2023**

**GWC Club members & family are invited for a fun-filled afternoon
at the Sully Historic Site**



**Lunch Prepared by - Mission Barbecue
Pork, Beef, Chicken**

Beverages = Soda (Variety), Lemonade, Ice Tea & Water

12:00 to 5:00

Price per person is \$10.00

**Make your “Reservation” - RSVP with a check payable to GWC Model “A” Club to the
following by July 12, 2023**

**Eugene Rainville
6527 Petunia Terrace
Haymarket, Va. 20169**

or

Email – rainvillegl@gmail.com

(Followed by a mail in check)

Please bring a salad or desert to share

FROM YOUR ACTIVITY CHAIRMAN

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

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 unsweetened ice tea (sweeteners 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 is \$10 a person. Please mark you calendar accordingly.

See previous page in this edition of the Script for more details.

60th Anniversary Banquet

We are now in the final stages of planning for the 60th Anniversary Banquet. The event will take place on August 19 – 11:00 a.m. at Mount Vernon. We have the Veranda Room, which holds about 50 to 60 people. If more people want to attend this event, we can move to a larger room. The price is \$25 for members and spouses; for non-members, the price is \$45 per person. Save the date—August 19 at 11:00 a.m. More information to follow in the coming weeks.

Green Spring Car Show/Facility Activities

Green Spring is a retirement complex that includes condos and, when needed, a Continuing Car Facility. Stan Johnson recently moved to Greenspring and lives in a condo. This event will provide a venue where we can display our cars and make lots of elderly people happy. In addition to the show, we can have a good visit with Stan and Roz. The GWC Model A Club has supported this event for many years. I attended for the first time last year and found it very rewarding. The event is on June 9, starts at 10:00 a.m. and lasts until 2:00 p.m. After you fill out and submit your registration form (see next-to-last page of the Script) please let me know by email "rainvillegl@gmail.com". Hopefully we could all park together.

REED MARTIN AUCTION MAY 13

Long-time member Reed Martin's entire collection is being auctioned on May 13 in Frederick, MD. It includes several Model A's as well as his 1899 DeDion Boutoon and 1900 Knox, and many other collectibles, many of which he showed off at our meetings. Here is the announcement: <https://www.auctionzip.com/Listings/3756979.html> and pictures of the items:

<https://www.auctionzip.com/cgi-bin/photopanel.cgi?listingid=3756979&category=0&zip=&kwd=>

Luke Chaplin

I spoke with Steve Clark, Reed Martin's son-in-law. Reed is at Brookdale Assisted Living, 11215 Seven Locks Rd., Potomac, MD; 240-621-5732. Reed has adapted well and seems quite happy there. He can have visitors, although he may not know who is visiting. He is happy to see people when they visit. He is working with the memory care unit. He has a couple of girlfriends and does not ask about his collections, to Steve's relief. Steve recommends calling before visiting. He thanked the Club for getting the Model A started.

WE NEED YOU AT SULLY ON 18 JUNE!!

As you read this month's Script, we are a little over six weeks before we meet again at our Club's premier annual event, the Annual Sully Antique Car Show! The Sully Committee has completed the majority of many steps in the planning process. Advertising Plan is in place and getting results thanks to Donna Stubin's efforts. The GWC website is updated thanks to Greg 'Shep' Shepherd. Trophies and Dash Plaques are in-hand thanks to Gil Beckner. Letters to previous Flea Market Vendors were mailed thanks to Bruce Metcalf. Judging procedures and scoring sheets are updated thanks to Gene Rainville, Jim Gray, and Paul Bjarnason. Registration Brochures



were mailed thanks to Bill and Carol Benedict. The Club Smith Compressor is ready (if we decide to bring it) thanks to the "Valve Job Team" led by Benny Leonard and Luke Chaplin. And many other details are complete thanks to the entire committee that also includes Doug Tomb, James Kalody, Jim Ryan and Dan Lyon. We are working diligently with the Sully Staff: Acting Manager Mary Orlein, Tammy Higgs, Maintenance Crew Chief John Hilson, Maria Beatencourt Reid, and Matt McNeal (former Maintenance Crew Chief). And, most importantly – registrations are coming in for show cars, Flea market and Car Corral spaces!!

All of these men and women have been working on preparations for months now. AND, every one of them signed up to volunteer on the day of the Big Show! What about you? Since the initial surge of folks signing up, it has been sparse. Right now, we are still less than 50! Thirty more will be needed to share the wealth so that each of us may also enjoy the day! Volunteers can include family members, friends and neighbors.

We are still in need of help in the following areas: Judging, Show Car Parking, Registration, and Trailer Parking. Call me, email me, text me! (I am in the directory).

We will have one last meeting this month before Sully 48 and focus on judging. I will have complimentary passes to hand out to volunteers and Sully Pins for sale – they are hot this year so get yours while they last!!

Please note that we have moved registration hours to 7 to 10 AM and encouraging all show car owners to be parked no later than 10 AM. We are making this change for the judges and to give some relief to the traffic jam outside the Sully gate.

Thank you in advance for helping make our 48th show a great success!

John Dougherty
Sully Chairman

NVRG / CITY OF FAIRFAX CAR SHOW - MAY 20



Don't forget the Northern Virginia Regional Group (NVRG) of the Early Ford V-8 Club Car Show is Saturday, May 20, 2023.

I sponsor a Model A Trophy for this Armed Forces Day show, so someone's Model A will win.

This great show is managed by the City of Fairfax Parks & Recreation, and is held in front of the Fairfax City Hall, located at 10455 Armstrong Street, Fairfax, VA 22030.

Preregistration is closed, but you can register at the gate for \$15.

It's always a fun show, and since it's an Armed Forces Day event, a portion of the money raised with this show is donated to the Armed Forces Retirement Home in Washington DC.

Jim Gray

COMING EVENTS

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 – 2nd 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

June

June 4 (Sunday) - Shenandoah Region AACA Car show – Winchester VA.

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

COMING EVENTS (Cont.)

June 18 (Sunday) – Sully 48 – Sully Historic Park. Sully will substitute for the June General Membership Meeting.

Activities to Plan for in 2023—Save the Dates

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

August 19 (Saturday) – GWC 60th 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 540-692-1590 (land line – leave message).



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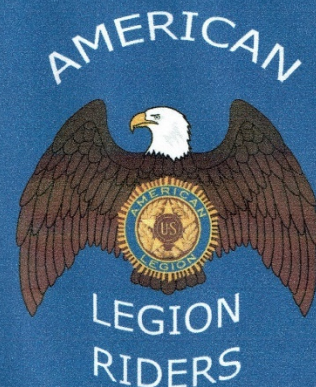


2nd Annual Car Show & Open House

AMERICAN LEGION POST 28

May 20, 2023 11AM - 3PM

17934 LIMING LANE, TRIANGLE, VA 22172



JOIN US FOR MUSIC, FOOD & DRINKS, GAMES, & RAFFLES

\$20 ENTRANCE FEE

RAIN DATE: TO BE DETERMINED

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; zimmcol@comcast.net (Subject "W Friendship Show")

Happy
HOLIDAYS

from Kimberly Nelson and Janelle Cesari
at Greenspring Philanthropy

Santa is bringing his old car to
Summerfest 2023!

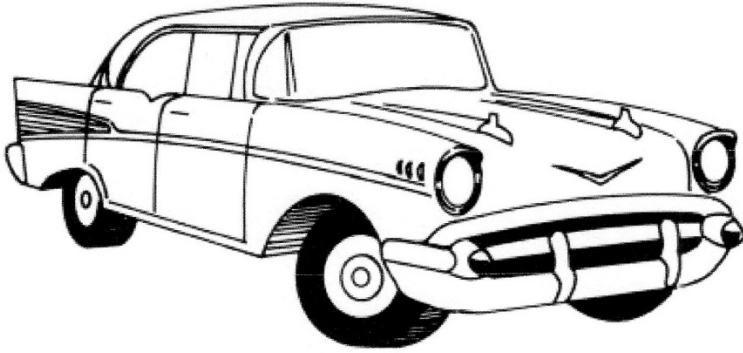
He wants you to **SAVE THE DATE** and
tell other car-show enthusiasts
to bring their cars, too. Please join us!



Friday, June 9, 2023
10 am to 2 pm

Greenpring Retirement Community
7440 Spring Village Drive
Springfield, VA 22150

Greenspring Car Show



Registration

Form

7440 Spring Village Drive

Springfield, VA 22150

Yes, I am interested in showing a car/truck/motorcycle at the 2023 Greenspring Car Show on **Friday, June 9 from 10am-2pm**. My information is noted below:

Your Name: _____

Address: _____

Make/Model: _____

Year: _____

I understand that I must stay with my vehicle during the Car Show. Vehicles may set up from 7:00-10:00am. Vehicles agree to stay for the entire Car Show, and can leave after 2:00pm.

There is no registration fee, however we ask that you bring a canned good for the local food bank.

Please return this form to : **Kimberly.Nelson@erickson.com** (or send me an email).

Questions? (703) 923-4687



38th Annual Vehicle Show Benefiting

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

SPONSORED BY

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Chapter of Sugarloaf Mountain Region of AACA



ALL YEARS, MAKES & MODELS WELCOME

SATURDAY, AUGUST 19TH 2023 (RAIN DATE SUNDAY, AUGUST 20TH)

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

Registration: 8:00 a.m. – 12:00 p.m.	Longest distance registered vehicle driven
Voting: 10:30 a.m. – 12:30 p.m.	Youngest and Oldest driver of registered vehicle
Awards: 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 12th 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)