

The Ford Script



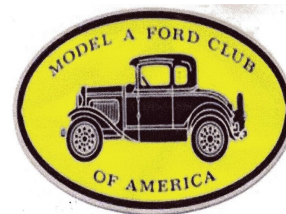
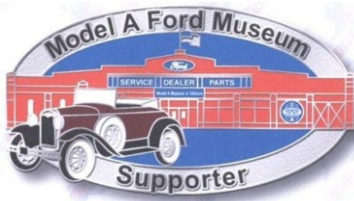
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February 2024

No. 2



New York City in the 1920s



Dedicated to the restoration and preservation of Model A Fords

61 Years 1963-2024

The Ford Script



Official publication of:
George Washington Chapter, Inc. of
the Model A Ford Club of America and
the George Washington Region of the
Model A Restorers Club
Post Office Box 971
McLean, VA 22101

Chapter meetings are held on the third Wednesday of every month at the American Legion Hall, 1355 Balls Hill Road, McLean, Virginia. Social meeting begins at 7:30 p.m. and the business meeting starts at 7:45. Members and guests are invited and encouraged to drive their antique cars to the meetings.

Chapter members are encouraged to belong to both MAFCA and MARC national clubs and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

www.gwcmodeleda.org

Web Master: Greg Shepherd

Board of Directors

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Sunshine Chairman	Jim Gray	410-353-0381
Technical Advisor	Tom Terko	240-463-6455

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

Next deadline: Monday, March 4th

PRESIDENT'S MESSAGE



Well, January was interesting. Two significant snowstorms and a spring-like day. We took my roadster out for a spin on the nice day and it was a lot of fun, so I got started on my 2024 mileage for the MARC mileage program.

Jim Cartmill has done a great job as our MARC mileage program coordinator for a number of years and is stepping down from that position. Many thanks to Jim for taking care of that for the Club. We need someone new to perform that function, so if you are looking to contribute to the Club in a manner that is not too demanding, consider volunteering for that position.

The January indoor swap meet was a lot of fun with good turnout. Dave Greenwood tried to keep count of attendees, but it may have been one of our more popular events. I bought a few things and I saw a number of transactions take place, so I think it was a great success.

The new board had its first meeting last week and we are off to a good start. Sully 2024 is shaping up so thanks to John and the committee for the work they are doing on that important event. Be sure to sign up for one of the many jobs that are available to Club members and that are key to a successful show.

Looking forward, the AACA annual meeting may be taking place when you read this. While not specifically Model A, the AACA is an important organization supporting our hobby. The AACA Magazine is an outstanding publication. Our hobby is fortunate to have such good publications available to members of the different clubs. The Restorer and Model A News are also excellent publications that make membership in each club a worthwhile investment.

The 2024 MARC annual meet is in Asheville, North Carolina, so not too far away. The MARC meets are a lot of fun, so be sure to look in to attending.

As we look forward to the coming year, activities are what help make the Club a success for all members. If you have an activity you would like to see, let the board know and volunteer to organize it. It can be a one-day tour, a garage tour, a lunch get-togethers or something that might appeal to all members of our Club and spouses; please volunteer to organize something. There are a few tour ideas floating around, so keep your eyes open for some interesting upcoming events.

Milford

FROM THE EDITOR

My saga from last summer finally concluded last month with my getting my replacement van key charged at Batteries Plus. While there, I found out they stock 6-volt batteries and it got me to thinking about compiling a resource list for all the things a Model A needs, like upholstery, painting, wheel balancing, etc. So next month I'm going to publish a list. But first I need input from the members. So if you have dealt with somebody or a business whose services would be needed by other Club members—and their work was good—send me the contact info for them and I will include it in the list I publish next month. The information will probably go on our website too so people will have a reliable source for finding such needed information. My email is billhsims@gmail.com (Don't leave out the "h" after bill or I won't get it.)

Bill Sims

FROM THE SMOKE-FREE ROOM

Board Meeting Minutes
January 25, 2024



Milford Sprecher President opened the meeting at 7:00 PM. This was a transition meeting with the prior and current Board to maintain continuity and answer questions. Board members in attendance: (Hank Zajic and Gene Rainville 2023 BOD members), John Dougherty, James Kolody, Jeff VanGorder, Bruce Metcalf, Bill Bass, Bill Sims, Don White, Valerie Faircloth, and Dave Greenwood. Doug Tomb participated via conference call.

The Board thanked Gene and Hank for their tireless service coordinating the 60th anniversary year. Milford appointed Don White to be Vice President per the bylaws section Article IX, section I, and the BOD unanimously approved the permanent 2024 appointment.

Treasurer: Doug presented and reviewed a draft balanced budget for 2024, having circulated it prior to the meeting. After discussions, a motion was made by John, seconded by Dave and unanimous approval was given to the budget as presented.

Sully Car Show #49 & 50: John received an email and the attachment from the Fairfax County Park Authority, the LOA signed by all parties. John will be contacting committee members and holding a meeting on or about February 6 to move it forward. The discussion will include 49th and 50th plans. The County has new equipment to paint the lines and fields for the show and that will be discussed. The BOD also discussed increased participation in the flea market and allocation of spaces.

Programs: Don presented the outline for the first couple of meetings. February's program will be led by Doug and the topic will focus on vehicles prior to the 1928 Model A. Future program topics include the X-8 engine development, scale-model cars, and cross-country tours.

Membership: Jeff has not yet received dues renewal from 38 members, a final notice will go out with the February Script and individual calls will be made. He has begun work on updating and printing the 2024 roster. There was a discussion about including pictures of members with their cars. The thought is that we could have a monthly Script article on a member and their car to begin this process. No action was taken at this time.

Activities: Milford has obtained 4 new walkie talkies for coordination on tours. Doug, with Gene's assistance, is developing a 2-day tour to Orange, VA, near Montpelier, Lake Anna and Monticello, and a car show at a senior-living community. There was also a discussion of joint activities with other clubs.

Script: Bill Sims will be preparing a resource list for the Script of vendors, suppliers and mechanics recommended by members. January articles are due on February 5.

Youth: James is looking for additional youth activities, John suggested we contact a school media-arts program about doing a video or photo documentation of the Sully show.

Other: We need a coordinator for the MARC mileage program and a lead for refreshments for the general meetings—we may rotate the refreshment assignment. The meeting was adjourned at 8:00 PM.

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1999)

A tally showed that 103 of our members were now on the web, a significant percentage. President Clem Clement joined in the fray, referring to his column this month as "The President's Computer." Membership Chairman Jon Phillips made a motion to reserve a URL address for future development of the Club web page because they were being taken quickly as use of the internet expanded. The motion was unanimously approved by the board.



President Clem invited all to his annual Train Day and said it was a chance for Club members and their families and friends to get together and talk in mid-winter and to catch up on what had been going on since the Christmas season, adding that the train room seemed to be a catalyst for conversation and a facilitator of friendliness.

"Call The Professionals" was the heading for an article in the Ford Script by Judy Springer who said that it might not be known that there were those among the membership who made their living doing restoration or related Model A work. She mentioned Bill Beardmore, who was a retired fireman, who started a second career running a full-time body shop. Walt Bratton was already well known as a leading supplier of quality Model A parts, and for years members benefitted from the annual Parts Day event he so generously hosted. Don Jenkins was the proprietor of an upholstery shop in Frederick, Md., well known for quality work on antique and modern cars. Millard Springer ran Springer Industries, doing limited restoration and mechanical repair work, and principally producing Model A parts and part rebuilding for Walt's business. Donnie Temple's business (at the time when he was still in Great Falls) was Seneca Hill Auto Repair, after closing his paint store, which cleverly had been called Paintin' Place. Judy pointed out that these people have regular work hours, shops, and overhead. They had to acquire expensive tools and have extensive knowledge in their specialized fields, therefore shouldn't be expected to work for free for you just because you belong to the Club. The good news was they were people known to the Club and have been active in supporting our chapter over the years.

John Kandl hosted a wheel-straightening event at his country home around Bealton, Va. All in all, 20 wheels were straightened and everyone had a good time in the process. Jon Phillips and Donnie Temple got a load of them ready for an upcoming powder coating. Clem said he brought along three of his wheels but it turned out they were pretty good, so they bent them up to match his phaeton.

Dave Henderson

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SULLY ANTIQUE CAR SHOW #49 – FATHERS’ DAY 16 JUNE 2024

Just under five months until the “Field Full of Car Dreams” to celebrate the 49th Sully Antique Car Show over the last 51 years!

The 49th Sully Committee: GWC President Milford Sprecher; Chairman, yours truly; Vice Chairman, Paul Bjarnason; Chief Judge, Gene Rainville; Registration, Bill and Carol Benedict; Car Coral, Jim Ryan; Flea Market Registration, Bruce Metcalf; Flea Market Set-up and Check-in, Al Iagnemmo (CPT AL); Show Car Parking, Wayne Parker; Trailer Parking, Bill Yeager; Trophies and Dash Plaques, Gil Beckner; Advertising, Donna Stubin; Sno Cones, Jason Cunningham (and ‘Shep’ and Laura Shepherd for the last time); Special Displays, Benny Leonard; Century Display, Doug Tomb; Information Tent, Dan and Donna Lyon; and Greybeard, Stan Johnson. Thank you all for volunteering to fill the roles of Sully Co-Chairs!

Our committee will meet (met by the time you read this) on 6 February at the Sully Mansion for a logistics planning session with the Sully staff. Paul Bjarnason and I attended the ‘ceremonial’ signing of the Letter of Agreement with Fairfax County Park Authority personnel on 23 January (see Paul’s article on p. 7). Without reservation I state that Julie Gurnee, Interim Sully Historic Site Manager, and Paola Schiapacasse, Historic Sites and Horticulture Branch Manager are very enthusiastic with their support for the **49th Sully Antique Car Show!**

Chief Judge Gene Rainville and I are working on the registration brochure and it should be complete this month. I am in contact with the “Pin Fanatic” and we are working the ‘proof’ for the 49th Sully Pin. Very happy to announce that Greg “Shep” and Laura Shepherd and their 1931 Tudor are the ‘honorees’ this year! Checked in with Randy Bartlett, our Main Foodie, and he replied, “see you there”! We will sign a contract next month and I will apply for the Assembly, Fire, and Health Certificates. And, the early Flea Market Flyer is out in circulation!

SO, WE are signed up; **SO, are YOU** ready to sign up? Please think about the biggest role for the GWC at Sully – all of the volunteers needed to continue the great legacy of Chairman Emeritus Bill Worsham. More to come on help needed and how to sign-up in future articles and at monthly meetings. Look for Volunteer Job Descriptions elsewhere in this *SCRIPT* edition.

How about that sweet taste of Spring on Friday, the 26th?! 76 Degrees, Ahoogha!!! Weather Forecast for 16 June 2024: “81 degrees, partly cloudy with a light breeze from the NW!”

On behalf of your Sully Committee, thank you all in advance and, see you at Sully!

John Dougherty
GWC Annual Meet Chairman

CLUB SIGNS LETTER OF AGREEMENT FOR SULLY SHOW 2024

As we all know, the Sully Car Show is the primo annual event for the GWC. Each year, the signing the letter of agreement (LOA) with the Fairfax County Park Authority kicks off the march to the show on Fathers' Day, which this year will be Sunday, June 16. So, Wednesday, January 24, at the Sully Historic Site, Sully Chairman John Dougherty, in person, inked his signature along with Paola Schiapacasse, Historic Sites and Horticulture Branch Manager, on the letter of agreement (LOA) with the Fairfax County Park Authority. (See the picture.) Shortly afterwards, the LOA was signed electronically by Laura Grape, Director, Resource Management Division for the County.



So, the GWC is now well on its way to the show. Now hear this: *your Club needs volunteers* to help out to prepare for and run the Sully show. Volunteers are needed on two days – the day of set up, which is Friday, June 14, and the day of the show, which is Sunday, June 16. If you are willing and able to help, please send an e-mail to Chairman John Dougherty, at: doughert@cox.net indicating whether you may be available on the Friday setup day or on the day of the show, or both. We need you to help make this happen.

Paul Bjarnason

LEAP DAY— FEBRUARY 29TH

A leap year is a calendar year that contains an additional day (or, in the case of a lunisolar calendar, a month) added to keep the calendar year synchronized with the astronomical year or seasonal year. Because astronomical events and seasons do not repeat in a whole number of days, calendars that have a constant number of days in each year will unavoidably drift over time with respect to the event that the year is supposed to track, such as seasons. By inserting (called intercalating in technical terminology) an additional day or month into some years, the drift between a civilization's dating system and the physical properties of the Solar System can be corrected. A year that is not a leap year is a common year. — Wikipedia

The Gregorian Calendar Fixed Caesar's Math

For all its improvements, the Julian calendar still miscalculated the length of a solar year by 11 minutes. That may not seem like much, but the discrepancy added up over time, and by 1582 CE, the months of the calendar and the seasons were misaligned. This concerned Pope Gregory XIII, who noticed that Easter was becoming increasingly out of sync with the spring equinox — a problem for the Catholic Church. In response, the pope launched the Gregorian calendar on October 4, 1582, which set the following day as October 15, jumping the calendar ahead 10 days. Chaos ensued: Catholic countries adopted the reformed calendar, but many Protestant nations waited more than a century to get on board. The British Empire, including its colonies in America, waited until 1752 to switch to the Gregorian calendar, and Russia didn't adopt the new calendar until as late as 1918, after the Russian Revolution.—History Facts

FROM THE SUNSHINE TEAM

Great News!

Although Jim Cross is still in intensive care at INOVA Fairfax Hospital, he's doing well and improving every day. He and Edna will meet with his extended care team on Monday, Feb 5 to map out a way ahead.

He can have visitors, but not more than 2 at a time. He is alert and bored, and would love some company beginning on Tuesday, Feb 6. Edna says she welcomes calls on her cell phone (703-431-0012). Please keep Jim, Edna and their extended family in your thoughts and prayers.

Jim & Kathie Gray
Team Sunshine

DATA PLATE SUCCESS

You have spent a lot of time and money restoring your A and just completed the finishing touches. Time to install the Ford patent data plate on the firewall. Great—the plate you ordered has drive rivets, an easy job. Oh no, the drive rivets are too small—the firewall holes are 1/8 inch! Too late to weld them shut and redrill, the firewall is already painted. Now what? Glue the rivets, use pop rivets, use a screw?

Now you know my emotions when I encountered this issue. The easy solution is to order larger drive rivets whose shank is 1/8 inch but whose head is the same as the package rivets. Like most things on my projects—expensive. I had to special-order them but in bulk (100). It worked, perfect fit and looks great. Yes, for the experts out there, I know the firewall is to be an unpolished finish and mine is shiny. I have a clear coat on all the paint so on a rainy day I will buff it satin to dull it down. Well, that is when all the other to-dos are finished. Let me know if you need my 1/8 inch drive rivets to install your new data plate, I have 96 to share.

Dave Greenwood



MARC MILEAGE PROGRAM AWARDS FOR 2023

The 2023 ending mileages for GWC members in the MARC Mileage Program are noted below:

Jim Cartmill	31 Tudor	44,173	
Joe Curatola	31 Tudor	12,664	
Paul Gauthier	30 Tudor	6,013	
Paul Gauthier	30 Delux Fordor	4,564	
Andy Jaeger	31 Pick Up	9,663	
Andy Jaeger	30 Town Sedan	10,278	
Chuck Kunstbeck	31 Delux Coupe	29,969	
Benny Leonard	30 Tudor	16,597	
Bill Sims	31 Town Sedan	15,673	
Milford Sprecher	30 Town Sedan	6,565	
Milford Sprecher	28 Roadster	3,372	
Hank Zajic	30 Cabriolet	15,548	Clem's Smokey
Hank Zajic	31 Tudor	0	New in the program

Based on these mileages we have no awards pending for 2023. Not that some folks weren't driving; Chuck Kunstbeck managed to rack up 1,770 miles and Milford Sprecher, our illustrious President, drove 1,142 miles. Several members are close to the next level award, so hopefully 2024 will be a good award year for GWC.

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

If you are planning to go to any national meets, participate in Club events, or just drive your Model "A", why not make your miles count by joining the MARC Mileage Program? To join, you must, as mentioned, be a member of MARC and pay a one-time registration fee of \$1.00 per car. Your car must be of original manufacture (1927-1931), be titled as a Model "A", and be authentic in that it should have an original type four-cylinder engine (1927-1934, Burtz engines are acceptable) and have an original body style for the year of manufacture. Awards begin at the 2,000-mile point, followed by a 5,000-mile award, then every 5,000 miles thereafter. Come join the fun and make all those 2024 miles count. You can find more information and a registration form on the MARC Web Site and mail it directly to Betty. You can also contact me by phone at home (540-743-5510), by cell (540-878-8819), or by email (cartmill@embarqmail.com), to talk more about the program. When you send your registration form to Betty, please let me know so I can enter you in the Club Mileage Program spreadsheet.

According to the latest published GWC Roster, the Club has a little over 100 members. And yet only nine participate in the MARC Mileage Program. I have been mulling that over lately and I think one of the reasons has to do with the program coordinator—me. About 15 years ago

>>>>>>

MARC MILEAGE PROGRAM AWARDS (Cont.)

Carol and I moved to Luray, Virginia, primarily to get away from the crowds and traffic. Since moving out here our attendance at Club meetings has basically dropped to zero. In '23 we attended two meetings. As best as I can remember those were the first since we got here.

In addition to sending in the yearly mileage report, one of the jobs of the program coordinator, probably the most important job, is to advocate for membership in the program. Because of my lack of attendance at monthly meetings, I have not done that. For that reason, I have informed the GWC Board of my intention to step down as the GWC's MARC Mileage Program Coordinator. If you are interested in taking on the coordinator duties, please notify one of the board members. I will be glad to pass on the Excel spreadsheet I have been using and explain the process. I've been doing it for 27 years. It's been one heck of a ride!!!

Jim Cartmill

Soon to be Ex GWC MARC Mileage Program Coordinator

JANUARY'S CLUB FLEA MARKET

At the GWC Members Meeting January 24, 46 members and guests attended. Yes, you missed the annual indoor parts flea market.

We had 7 tables loaded with prized Model A parts, tools, literature and even a few modern accessories. Many parts exchanged owners and some treasures were retained for another day. The conversations were lively about Model As of the past members—where are they now, many stories, tips and updates on progress of restorations. Several members obtained key tools that are needed to complete display collections, looking forward to those seeing those complete at the next show. Luke Chaplin and Stan Johnson exchanged Model A speed parts that will be donated to the Model A display at the Gilmore. For those who were asking about Luke's down draft set-up, they got a very interesting education on period-correct speed parts. Luke even showed many the period-correct Mallory distributor he has reconditioned for use in his AA engine described in the December Script.

The usual business meeting will be in February, but Jeff Van Gorder was able to renew several memberships and get name badges for those who had ordered them. John Daughterty gave a quick update on the LOA on the Sully Father's Day car show. We are well on our way for the 49th show and the weather will be very accommodating.

Another great event was completed, and many satisfied buyers were smiling, and for the sellers, they have cash to hunt for additional treasures.

Dave Greenwood



GEORGE WASHINGTON CHAPTER 2024 APPROVED BUDGET - AS OF 1/31/2024
OPERATING BUDGET #2

Budgeted Income	Responsibility	2023 Actual	2024	
			January	2024 ACTUAL
Membership	VanGorder	\$ 2,895.00	\$1,634.00	\$ 1,634.00
Misc Income (Donations)	Tomb	\$ 65.00	\$ -	\$ -
Programs & Technical Seminars	White	\$ 56.00	\$ -	\$ -
Club Tours & Activities	Faircloth	\$ 1,460.00	\$ 40.00	\$ 40.00
Script Advertising	Bass	\$ 450.00	\$ -	\$ -
Hands on Seminars, Repair	Leonard	\$ -	\$ -	\$ -
Sully Income	Dougherty	\$13,826.50	\$ -	\$ -
Total Income		\$18,752.50	\$1,674.00	\$1,674.00
Budgeted Expenses				
Membership	VanGorder	\$ 868.07	\$ -	\$ -
Club Programs	White	\$ 1,650.34	\$ -	\$ -
Club Tours & Activities	Faircloth	\$ 5,701.44	\$ -	\$ -
Script Printing & Mailing	VanGorder	\$ -	\$ -	\$ -
Tool Shed / Tools	Leonard	\$ 308.63	\$ 252.28	\$ 252.28
Sully Car Show Expenses	Dougherty	\$ 4,445.04	\$ -	\$ -
Web Hosting Expense	Shepherd	\$ 163.22	\$ -	\$ -
Insurance	Tomb	\$ -	\$ -	\$ -
Presidents Fund	Sprecher	\$ 943.63	\$ -	\$ -
Secretary Supplies	Greenwood	\$ 157.40	\$ -	\$ -
Treasurer Supplies	Tomb	\$ 552.46	\$ 75.00	\$ 75.00
Total Expenses		\$14,790.23	\$327.28	\$327.28
UNDER/(OVER) Revenue		\$3,962.27		\$1,346.72

2023 CONTRIBUTATION BUDGET

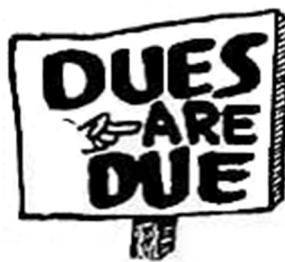
MAFFI	Board	\$ -	\$ -	\$ -
SCHOLARSHIP	Board	\$ 1,500.00	\$ -	\$ -
AFRH	Board	\$ 500.00	\$ -	\$ -
BILL WORSHAM (SULLY BENCH)	Board	\$ (3,000.00)	\$ -	\$ -
MILEAGE AWARD EMBLEM	Board	\$ 263.92	\$ -	\$ -
CLUB AV EQUIPMENT UPDATE	Board	\$ (450.00)	\$ -	\$ -
TOTAL		\$ 2,263.92	\$ -	\$ -

2023 WELLS FARGO BANK CD + RESERVE FUND (Information only)

WELLS FARGO ONE YEAR CD	Board	\$ 10,000.00	\$ -	\$ -
Peyton Randolph Memorial Fund	Remainder	\$ (3,044.01)	\$ -	\$ -
Zadnik Scholorahip Fund	Remainder	\$ -	\$ -	\$ -
		=====	=====	=====
		\$ 10,000.00		

Total Expenses	\$17,054.15	\$327.28	\$327.28
	=====	=====	=====
Sum Income and Expenses	\$1,698.35	\$1,346.72	\$1,346.72

Current Bank Balance as of 1-31-2024	\$ 26,254.46
Beginning of year Balance (01-01-2024 Actual)	\$ 34,907.74



MAFFI MINUTE

The Gilmore Auto Museum, the site of the Model A Museum, is open year-round and at this time of year the museum has Sunday afternoon lectures at 2 p.m. The website has a complete listing, but one that I found enticing is on February 4, "How to Buy and Sell Collector Cars."

However, if a trip to Hickory Corners, Michigan, isn't in your January/February travel plans, you can still indulge in Model A hobby fun by visiting or re-visiting the maffi.org website. The website has 4 live streaming cameras to view the museum from your armchair. And, if you click the Media button, you can hear the audio recordings of original records developed in the Model A era for salesmen's use in training and customer sales. They're fun to listen to!

If you're more of a visual person, there's a MAFFI YouTube site, also accessible from the website as well as Paul Shinn, the Model A Guy's YouTube site, accessible from the website.

And let's not forget the upcoming Valentine's Day. You do have a Model A that is your sweetheart, don't you? Why not honor her (or him) with her/his picture at the Model A museum next to your name by getting involved in the "My A" program. It features a plaque mounted on a museum wall segregated by year (1928, 1929, 1930, 1931) showing your vehicle, your name, your home area, and your vehicle body style. Details can be found under "expansion" on the maffi.org website.

And, as a bit of fun trivia, let me leave you with this tidbit. One hundred and ten years ago, on Jan. 5, 1914, Henry Ford implemented a \$5 per day wage for his workers. But workers soon found out they wouldn't immediately get the \$5 per day. Workers still made \$2.30 and were given a \$2.70 bonus if they followed all of the company's requirements. Here's how workers would be eligible:

- abstain from alcohol
- not physically abusive toward their families
- not take in boarders
- keep homes clean
- contribute to a savings account

(from www.cbsnews.com/detroit/news/henry-ford-implements-5-per-day-wage-this-day-in-history/).

A few of those requirements wouldn't be a bad deal today to require, would they!! Happy Valentine's Day Model A Hobbyists!



Cindy Ellenbecker, Secretary
Model A Ford Foundation Inc. Trustee

MODEL A ARCHEOLOGY

SEASON 1 RECAP

Hello! I am back from my “expedition” across the summer to dig up more clues from Annie’s A. Unfortunately, in that time, priorities shifted on me and progress on the car came to zero. That ever happen to you before? The result is that I do not have the wealth of new material to report on that I thought I would. Soooo... just like the major television networks are currently doing in the wake of last summer’s writers’ guild strike, I will give you a “last season recap” of the articles that appeared in the Jan-May 2023 Script to help remind you of where we were in the saga of Annie’s A. This will also give new readers a chance to binge read last season’s material if they choose, and catch up with the full story and will give me a chance to gather up some new material. Like all the major TV networks, we will begin the new season of Model A Archeology after the Superbowl.

This is Annie’s A. She is one of the 1,387,270 Standard Tudor Sedans (55A and 55B) produced from 1927-1931. Tudor Sedans represent 28.5% of total Model A worldwide production. What makes this very common car special is that it has been in my family since 1947 and is an essentially “unmolested” car over those seventy-seven years. What makes this car special *to me* is that it is THE CAR that got me hooked on old cars. Annie’s A has been in my life for as long as I can remember. Although we have very good knowledge of the car’s history back to 1947, the years from 1931-1947 are a total mystery and 16 years is more than a lifetime in the lifespan of a typical car! I have always been interested in trying to puzzle together as much as I can about those missing sixteen years. “Model A Archeology” is what I am calling the process of gently scraping away layers that have gone undisturbed since 1947 to hopefully reveal some clues about those missing sixteen years. *Part 1 of Model A Archeology was published in the January 2023 Script and goes into greater detail.*



Annie's passport
photograph 1928

I call this car Annie’s A because from 1947-1958 it was owned and routinely driven by my father’s aunt, Annie Brebis Mosch. *Part 2 of Model A Archeology was published in the February 2023 Script.* In this issue, I share the history of Annie and her husband Rudy, what their life was like and how they used the cars involved in this story. That is followed with how my dad came to be the next caretaker of this car and the light refurbishment he and my mom undertook in the early ‘60’s. I wrap up with the story of my own time with this car and our Club’s connection to this car eighteen years ago. It is a rare treat to have the personal connection with the people from the past who have made their own imprint on this special Model A.

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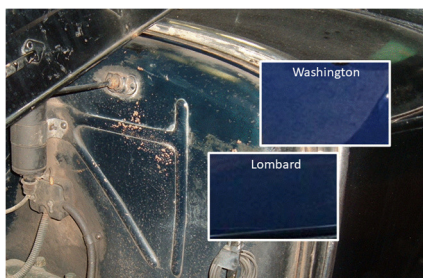
MODEL A ARCHEOLOGY (Cont.)

Before tearing into this car willy-nilly, I have always been held back by the concern that the time-capsule qualities of this car are part of what makes it special. For me the nagging question has always been, "If I began a disassembly process, would I ruin something for the future that cannot be replaced?" There was a voice in the back of my mind shouting out: "They are only original once"! *Part Three of Model A Archeology, published in the March 2023 Script wrestles with the Preserve, Conserve, Restore question and the merits of each.* At the end of this installment I arrive at a conclusion that I know I can live with and am pleased that I took the time to think through these issues.



Original but badly worn seat upholstery. Further use assures destruction.

Part Four of Model A Archeology, published in the April 2023 Script starts the digging process. It starts with some known facts regarding the car itself. Then some of the many quirks that are present in the car are identified. These quirks matter because they point out that although the car may not have changed much since 1947, it does have many discrepancies when measured against the MARC/MAFCA judging standards for 1931 authenticity. This is that "first sixteen years" problem showing up. Who knows what happened in those years? It's difficult to call the car "all-original." The most glaring contradictions on the car are the 1930 radiator shell, the right side-only spare tire mount and the apparent presence of (maybe) Lombard Blue paint on the firewall. *Part Four of Model A Archeology lays out all the new questions.*



What shade of blue is this?

Last season wrapped up with *Part Five of Model A Archeology, published in the May 2023 Script.* A huge surprise occurred when I began researching assembly plant codes. This is an identification mark that is relatively easy to locate. The code was applied at the time of final assembly and although enough is not known to use it to pinpoint date of manufacture, it does reveal where in the country the car was assembled. I have always associated Annie's A with New Jersey since that is where she lived. The huge surprise was finding an assembly plant code for Vancouver, British Columbia. Is Annie's A Canadian? This issue of



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



Model A Archeology delves into that possibility, discusses some of the key differences between U.S. and Canadian production and fails to draw a definitive conclusion just yet on that topic.

At the end of Season 1 of Model A Archeology, I ended up with more new questions raised about Annie's A than answers discovered. I started with six big questions about the history of

>>>>>>

MODEL A ARCHEOLOGY (Cont.)

the car that I was hoping to answer. By the end of the season, only one question was answered and six new questions had been added to the list. Going in to Season 2, here are the big twelve questions about Annie's A's missing history I am trying to answer:

1. When did Rudy buy this Model A?
2. Why does it have a '30 radiator shell when it is a '31 car?
3. Why the unusual right side fender spare mount?
4. Was the car originally painted in the 1931 Lombard Blue and Black combination?
5. Was the car in a wreck? Does that explain all the above or is there another reason?
6. Do I preserve or restore what I have? (*The only question answered thus far*).
7. Is Feb-Mar '31 the right date-range for assembly?
8. Is the surviving seat upholstery brown check or small brown check?
9. How does brown-check upholstery make sense with the date estimate?
10. Is the car Canadian? How does the Vancouver stamping make sense?
11. For partially assembled Ford bodies shipped to Canada, which assembly plant stamped their code into the frame rail?
12. Was anything extraordinary going on at either the Vancouver or Seattle assembly plants between October 1930 and March 1931 that could help explain Annie's A?

Next time, season two will kick off with: Model A Archeology Part 6. Annie's A: "The Doors... Not Jim Morrison's Band."

Hank Zajic

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f t i

MY CHRISTMAS PRESENT FROM THE CLUB

My 1931 Sports Coupe had left me stranded on the side of the road on 2 July, just two days before we were to appear in our first parade. Various days since July, Jeff VanGorder, John Dougherty, Mike DiBerardino, Dave Greenwood, James Kolody, with Benny Leonard on the phone, have come over or been on the phone trying to help get my "A" going again. She had become a challenge. Finally, the stars aligned the Thursday between Christmas and New Years! The weather was mild and not only was I off work, but so was Jeff, John, Mike, and Dave, with Benny on the phone. They arrived at 10-ish and stayed till just after 6pm. After a long day of tracking down and fixing several things, and 2 extra-large pizzas, my "A", who I named "LoLo," was running again!!! Looks like John made good on his vow at the Christmas party to "get Val's car running again! I learned sooo much and I can't thank them enough! Pics are of Jeff with the stethoscope, and Jeff, John, Mike, and Dave working on "LoLo".

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FORD'S GARAGE TO ADD 4 MORE MICHIGAN RESTAURANTS



Ford's Garage, the Dearborn hot spot just west of Ford World Headquarters, is expanding. With its 1920s service station and prohibition ambiance, the restaurant is known as a place for a burger and brew served with a side of automotive history.

Billy Downs, the franchise partner of the Dearborn location, which opened in 2017, announced plans for four more Ford's Garage restaurants to open.

“With people ready to put the pandemic in the rearview mirror, they’re back out dining again and looking for entertainment. People enjoy great food and energy in a restaurant that is comfortable, unpretentious, and unique to the casual dining space,” Downs said in a news release. “As it turns out, the Ford Motor Company’s rich history as one of America’s most important manufacturing companies also translates to a pretty cool dining experience. I’m excited to be bringing more of the Ford’s Garage experience to the Detroit area.”

The second Michigan Ford's Garage is expected to open next year at the Fountain Walk in Novi. Construction on the Novi location is set to begin this month.

Site selection for the other three locations has also begun, according to a news release.

Ford's Garage was founded in 2012 in Ft. Myers, Florida, where Henry Ford had a winter home. Since then, it's grown to 20 franchise locations in Florida, Indiana, Michigan, Ohio, and Texas.

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FORD'S GARAGE TO ADD 4 MORE MICHIGAN RESTAURANTS (Cont.)

Ford's Garage is an official licensee of Ford Motor Co., which allows them to outfit the inside and exterior of the restaurants with Ford brand imagery, including the iconic Ford blue-oval logo.

While Ford's Garage restaurants are modeled after a 1920s service station, they're also filled with Ford memorabilia, including vintage fixtures and gas pumps, as well as a Model T or Model A car suspended above the center bar.

The restaurants are decidedly vintage, mixing Prohibition-style elements like brick, richly colored woods and a copper bar top that's hammered by hand.

While Ford's Garage is known for its half-pound, hand-patted, Black Angus beef burgers, the menu also offers comfort foods, entree selections, soups, salads, sandwiches and appetizers. It also has an extensive craft beer selection, wine and cocktails.



Susan Selasky

Detroit Free Press

COMING EVENTS

February

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

February 21 (Wednesday) - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.

February 22 (Thursday) – Board Meeting

March

March 6 (Wednesday) - GWC & CDC Breakfast at the Fair Oaks Silver Diner – 12251 Fair Lakes Parkway

March 20 (Wednesday) - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.

March 22 & 23 (Friday & Saturday) – Sugarloaf Mountain Region AACA Parts and Swap Meet – Agriculture Center – Westminster, Md. – 8 am to 4 pm on Friday and 8 am to 2 pm on Saturday. Vendors are selling everything automotive such as antique auto parts, car care products; signs, toy and model cars, tools, hardware such as nuts, bolts, electrical parts, tires and rims, services such as restorations and auto detailing. For information – contact: Jack Gallagher at 301-674-5431

March 28 (Thursday) – Board Meeting – Zoom - 7:30 pm.

WANT ADS

For Sale

Manuals (hardbound books) first printed in the early teens and reissued and updated by A. L. Dyke until the 1950s. They contain principles, construction and repair of automobiles, gas engines and electrical. Includes trucks, tractors, motor coaches, and diesel engines plus aircraft engines and motorcycles. I have the following editions for sale;

- 1913 8th Edition (worn and stained but very readable/useable)
- 1920 11th Edition
- 1929 15th Edition
- 1937 18th Edition
- 1943-45 20th Edition (Excellent condition)
- 1949 21st Edition (Excellent condition)

Asking price: \$95 each plus shipping (I can deliver to Northern VA buyers.)

Contact: Tom Quigley, 65 Pond Hollow Lane, Nellysford, VA; tiquigley6@gmail.com. (Call if you have questions on content. Model Ts and Model As are included chapters). H 703-912-4293, M 703-615-9109.

Chilton's handbook, 1981-1988 for front-wheel drive Chrysler; ramp, jack stands, vehicle chuck and better ramps. Likely pre-1980s timing light; brand new, never used set of tools (red case); torque wrench; gauges probably used for spraying paint or other like substances; press that stands about 42 inches tall and is very heavy; really old motor attached to wood piece.



Items not shown in photo: old gas can for kerosene; green military-grade gas cans, bags and bags of tools, plyers, wrenches, screw drivers, you name it. Contact Rande Young at ry50588@proton.me or phone or text me at 703-475-8317. Actually, text is best.

Late 1931 Ford Model A Steel Cab Truck

\$15,000 obo

1931 Ford Model A Steel Cab Wide Bed Pickup

Identification No. DMV50222CA

This late model 1931 Steel Cab Pickup has gone through a complete mechanical restoration in 2021. The restoration includes a 50+ hp Burtz inline four-cylinder engine with less than 1,000 miles, two barrel Weber Carburetor, Brierly Cam (C-Grind), 12V electrical, rebuilt four-speed F150 manual transmission, rebuilt F100 pickup steering, four-wheel hydraulic brakes with and 1935 Ford wheels with fresh powder coat paint.

This handsome Steel Cab Pickup has been in the collection of a prominent California Model A family since November 1976. The Truck currently resides in Virginia where the owner has maintained it fastidiously, participating in Washington DC area car shows and parades.

Finished in Black, it has the standard Black artificial leather interior. Built in late 1931, it has all the very late Model A features, including the indented firewall and re-designed fuel tank. Steel Cab, Wide-Bed Model A Trucks seldom appear on the market much less with a Burtz engine. This late-model Pickup represents a rare opportunity to acquire a great example of this very desirable model. For Inquiries: Call Paul in Virginia at 703.627.1324 or WhatsApp Sean at +260 97 4622275



Paul Bjarnason has this truck in his garage and will show it if you will call for an appointment. The new asking price is \$15,000, from a motivated seller.

Please see the attached flyer for more details. If you want to see the truck, call Paul at 703.627.1324.

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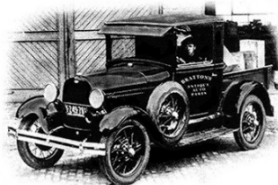
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49th Annual Sully Antique Car Show 16 June 2024 **Sully Volunteer Positions AVAILABLE!**

The GWC primary fundraiser is our annual Sully Antique Car Show on Fathers' Day at the Historic Sully Site. Club members are asked to volunteer two hours to make this show a success. From the list below, please decide where you can help and let John Dougherty or the subcommittee chairman know where you would like to help.

___ **Set-Up** – On Friday 14 June before the show assist marking off the Show Car and Flea Market fields. We start at 8AM and finish by noon.

___ **Registration** - This job will give you the opportunity to see the show cars as they arrive for the show. Each driver will have to get their registration packets from you to drive onto the show field. You will also assist drivers with 'day of show' registrations.

___ **Show Car Parking** - We need help to get the show cars parked where they need to be by Class. You'll see the cars as they enter the judging field, and you'll get to tell them where to go!

___ **Trailer Parking** - The trailers bring in the real gems to the show. Get them parked and see them first!

___ **Flea Market** - Help is needed on the day of show to ensure vendors set-up in their designated spots. Great way to find out where the good stuff is parked!

___ **Car Corral** - Get registration cards for sellers who pre-registered. Assist sellers to complete registration cards for 'day of show' arrivals. Escort them to their parking spots.

___ **Judging** - In this job, you'll see the best cars up close and personal. Training will be provided prior to the show. New judges are teamed up with a veteran judge.

___ **Snow Cone Booth** - This is the COOL job on a hot Sully day. Work under shade surrounded by lots of ice, syrup and water!

___ **Information Booth** - This is our outreach to the public and focal point about the details of the show. You'll get to meet and talk with a lot of good folks. You sell current and past year's collectible Sully pins at the show. These pins are unique because they honor a club member.

___ **Help Where Needed** - If you're not sure where you want to help, we will work with committee chairs to put you to work where you are most needed. You will be contacted with your assignment prior to the show.

You will have opportunity to sign up at our monthly GWC Member meetings or contact any Committee Member or Club Officer to sign up. Each volunteer may receive two free public entrance passes to share or, one free show car registration for your personal antique!

Ready?/Questions? Call our Annual Meet Chairman, John Dougherty at 703-971-8033 or send your questions and volunteer preferences to him at doughert@cox.net.

February 2024 v.1

You may also print out this page and mail it to John at

7640 Kingsbury Rd.
Alexandria, VA 22315