

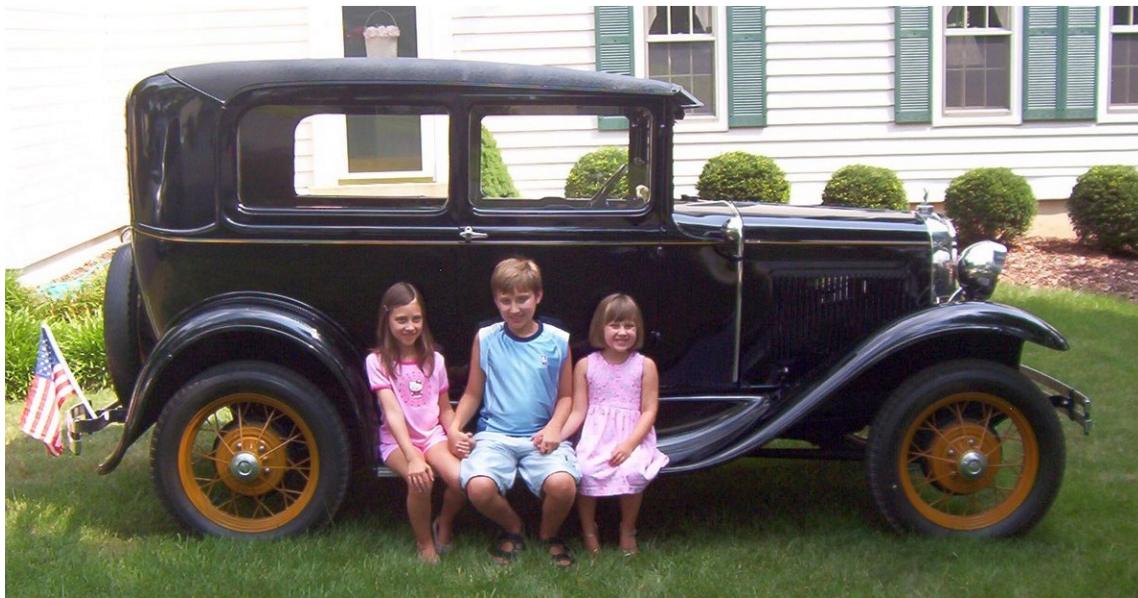
The Ford Script



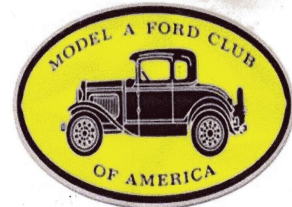
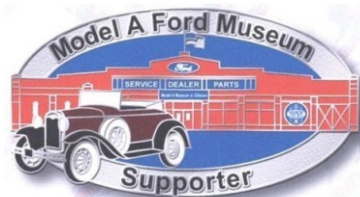
Vol. XLVI

February 2025

No. 2



Greg Shepherd's kids on his 1931 Tudor Sedan



Dedicated to the restoration and preservation of Model A Fords
62 Years 1963-2025

The Ford Script



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

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

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

www.gwcmofa.org

Web Master: Greg Shepherd

Board of Directors

President	Milford Sprecher	301-830-2198
VP & Program Chairman	Don White	703-623-9805
Activities Chairman	Val Faircloth	703-609-6713
Editor	Bill Sims	301-891-3616
Asst. Editor	Bruce Metcalf	952-288-3508
Secretary	Dave Greenwood	703-801-5526
Membership Chairman	Jeff VanGorder	703-585-0007
Treasurer	Doug Tomb	703-967-5229
Assistant Treasurer	Bill Bass	301-221-6598
Annual Meet Chairman	Jim Gray	410-353-0381
Tool Chairman	Benny Leonard	703-863-5814
Youth Development	Blane Adcock	703-395-5027
National Liaison	Doug Tomb	703-967-5229

Appointed Positions

Concessions Chairman	(vacant)	
Club Librarian	Jay Melton	703-966-7719
Historian/Archivist	Doug Tomb	703-967-5229
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 3

PRESIDENT'S MESSAGE



It's always fun to learn something new and, inconsequential as it is, I learned that Groundhog Day is midway between the first day of winter and the first day of spring, so there may be a good reason Groundhog Day is when it is. So, Groundhog Day may be a good time to get our Model A's out of hibernation in preparation for the next driving season.

My speedometer works sporadically, so recently I worked to get the end that goes into the transmission more securely attached to the cable so that it again registers accurately. I reconnected it on Groundhog Day. I noted how few miles I had driven in my roadster when I reported the mileage to Dave Greenwood for the MARC mileage program this year, so I hope I have fixed that problem.

At the beginning of the year, I add the car-related activities to my wall calendar to make sure I have my planning set for the upcoming year. I will attend the AACA annual meeting in Charlotte, NC, about the time you are reading this. The MARC Annual Meeting is April 11-13 in Nashville, IN, and I hope to attend that meeting, too.

June is busy with Sully, of course, and the MARC annual meet in Gettysburg. Let's get a good number of folks to attend that meet, as it is so close to us. I got an e-mail from someone with the Charlotte, NC, club looking to get people to join their trek to Gettysburg, I responded and mentioned Sully and that their club should attend and that it's a pretty easy drive from Sully to Gettysburg, so they should be able to make it to Gettysburg after our show is finished. There should be opportunities for us to help out in Gettysburg and I will keep the membership apprised of what we can do to help make the meet a successful one.

Unfortunately, the MAFCA annual tour in our area overlaps with the MARC meet. I mentioned the issue to Ed Tolman of MAFCA at Hershey. I know he has heard from others and he promised to coordinate better with MARC in the future. I would have loved to go on that tour. Maybe some who are not going to the MARC meet and would rather tour could participate in the MAFCA tour.

I am looking to reschedule the Northern Neck tour to September, if I can. September has both the Old Car Festival and Model A Days, but hopefully I can find a few days between, or after, those events to reschedule the tour. August is a possibility, but it may be too hot to try and pull that off.

Finally, I would love to see some one-day or lunch tours during the nicer months. If you have a favorite place to go, organize a tour and let the membership know. Shuyan has been lobbying me to do something around cherry blossom time. Traffic downtown is usually a mess for the cherry blossoms. but the Kenwood neighborhood in Bethesda, MD, has wonderful cherry blossoms and that might be a fun short tour. I will see if the calendar allows it.

Happy February everyone!

Milford

FROM THE EDITOR

Our Script continues to shine thanks to all your articles and columns. Apparently, it has been awarded a Certificate of Merit from MAFCA, one of only 10 to do so and one of only 13 newsletters to receive any kind of award at all from that national organization. So hold your heads high at the next MAFCA event you attend.

In other news, my 6th (and presumably last) grandchild popped out about 2 weeks ago. She seems happy to be out in the world and is perfectly healthy. But she sure does eat a lot. It'll be interesting to see how she gets along with her 3 big brothers.

I got several promising responses to my request for a tow down to Don Temple's. Since he's still down in Florida, it'll have to wait a bit. Meanwhile, I'm hoping to recruit the Squad to take a look at it when the weather's warmer and see what ails her. Maybe they can figure it out before I have to send it down to North Carolina.

FROM THE DINING ROOM AT A LOCAL RESTAURANT

Board Meeting
January 8, 2025



Milford Sprecher, President, opened the meeting at 7:24 PM. This was a transition dinner meeting with spouses to thank them for supporting the efforts, to maintain board continuity and answer questions. Board members in attendance: Doug Tomb, Don White, Jeff VanGorder, Bruce Metcalf, Valarie Faircloth, Blaine Adcock and Dave Greenwood. Because of the recent snow storm, some Board members were unable to attend.

Treasurer: Doug outlined the process of developing the 2025 budget; he will present that soon for action. The 2024 year-end summary is in the Script. He also said our CD is due at the end of the month and he and Bill Bass will go to the bank and renew at the available rate and one-year term. Doug also said he would be submitting the forms to begin Zelle payments soon

Programs: Don is working on the topics and speakers for 2025. The January meeting is the Flea Market. He is seeking topics.

Membership: Jeff has received dues renewal from 80 of our 164 members, a final notice will go out with the January Script and individual calls will be made.

Activities: Valerie asked for approval to purchase four sets of two magnetic signs for the Club to be available for parades. Two sets will be kept by Milford for MD members use and two with Valarie for VA, DC. The purchase was approved unanimously. Val is developing the list of activities for 2025.

Other: Dave Greenwood is now the coordinator for the MARC Mileage program and requested and received approval to make it an appointed position, a recommendation by Jim Cartmill the previous coordinator, and to update the webpage. He is coordinating with MARC to complete the final 2024 report, it will be in the Script and published on the website.

There was a discussion of the MARC Gettysburg meet and MAFCA tour. Milford will be getting details about our involvement soon. The meeting was adjourned at 8:01 PM.

Dave Greenwood
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

The cover of the February 2000 Ford script featured a picture of Harry White with his '30 Tudor. Harry was busy acquiring more Model A's with the intent to eventually give one to each of his children.



Chuck Manns, writing in his From The President's Desk column, said snow had not slowed down the planning and preparation underway by the Board of Directors and the committee Chairmen, adding Clem was our new Sunshine Chairman and had gotten off to a fast start. He had also assumed the role of Historian that Chuck Zierdt carried for many years and to whom we owed a debt of gratitude. Emphasis was being placed on the planning, development and presentation of technical programs.

Vice President Stan Johnson had laid out an aggressive program that needed the support of members. For the February meeting, a technical program was scheduled to demonstrate how to make four important adjustments to make your Model A run better. The plan was to have four simultaneous presentations, one stationed in each corner of the room. Members were to be subdivided into four small groups, each of which would be able to see the presentations, ask questions, and have an opportunity for hands-on-learning. After 15 minutes a signal was to be given and each of the small groups would move to the next station and the presentations would be given again to the new audiences. At the end, all four groups would have seen each of the four presentations. Presenters were; Luke Chaplin, generator third brush adjustment; Herchell Brummit, adjusting the clutch; Chuck Zierdt, adjusting the carburetor; Don Temple, setting and adjusting ignition timing.

John Howell, GWC Webmaster, said he wanted to feature a different member's Model A on the website each month. He asked members to submit pictures and a short story about their car. Clem, as Historian, was actively collecting archival material and asked members to submit anything thought to belong in the archives. He even offered to come to members' homes to pick up material, and said the files would be open. Included among missing items were the Club gavel, the original MAFCA Charter, Club easel, and various issues of the Ford Script.

Stan Johnson reported on the Club's air compressor project, which was based on a Model A engine with a special Gordon Smith Company head that made it run on cylinders 1 and 4 and pump air with cylinders 2 and 3. If memory serves, I believe Stan Kachel donated the engine and frame. This was an ambitious project to recreate the compressor from that and other donations, a limited number of purchased parts, hand-made parts, and just "floor sweepings." Stan understood how it had to go together and how it was designed to operate. He was the mastermind of the overall GWC version of it. He submitted technical drawings of parts of its trailer chassis for inclusion in the Ford Script. Luke Chaplin ingeniously repurposed a Model A speedometer into an rpm meter. Stan, Dave Henderson and Andy Jaeger did much of the body work, not to exclude un-named others who chipped in to make the compressor a going concern.

Dave Henderson

GWC JANUARY MEMBERS MEETING

January 15, 17 members and guests attended. Yes, you missed the Annual Indoor Parts flea market.

We had 4 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 the Model As of 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. There was some hard bargaining for items and some free items. As usual there were homemade baked items that were consumed to help aid in conversations and negotiations.

The attendance was down a little this year because of the snow, but the enthusiasm was not. There were even follow-up emails from members that have parts for sale but could not attend. Check your in-box for those deals.

Luke Chaplin mentioned that he is anticipating attending the Cabin Fever Show and auction in Lebanon, PA. Keep that on the calendar for next year. The next big parts flea market is in Luray, VA, on May 9. Mark your calendars now; it is good one.

The usual business meeting will be in February, and Jeff VanGorder was able to renew several memberships,

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



2025 MEMBERSHIP DUES

It's time to renew your GWC membership for another fantastic year! Dues remain the same:

- **\$20** for email memberships (includes newsletters, event invites, and more).
- **\$30** for members receiving paper newsletters.

How to Pay:

1. **Mail:** Send checks payable to *GWC* to:

Jeff VanGorder
46363 Newfield Place
Potomac Falls, VA 20165

2. **In Person:** Cash payments are accepted at board meetings.

We're also working on new electronic payment options—stay tuned for updates. For now, please avoid using PayPal or Venmo.

Lifetime Members: No dues are required—you're all set!

A Friendly Reminder: To simplify bookkeeping, we kindly ask that payments be for 2025 only.

Thank you for your continued support and enthusiasm. We're excited for another year of memorable events, camaraderie, and celebrating our love for Model A Fords. See you soon!

Jeff VanGorder

JOIN THE CHERRY BLOSSOM PARADE IN DC - APRIL 12th

We only have 8 slots for cars who want to participate in the National Cherry Blossom Parade in Washington D.C. The parade is Saturday, April 12, from 8AM to roughly 11AM. Donuts and snacks will be provided. To participate or if you have questions, contact Jason Cunningham at (jjcunningham@gmail.com or 301-648-4201).

The parade is televised and each participant (passengers too) will need to print, complete, and MAIL IN one of the release forms (one for adults, one for minors) for each person in your car. They will not accept digital release forms. Each of those forms appears on the last 2 pages of this month's Script. Send your completed, paper release forms to:

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

RELEASE FORMS ARE DUE MARCH 21. MAKE SURE YOU RSVP TO JASON CUNNINGHAM.

ARE YOU HAVING FUN DRIVING YOUR MODEL A?

Well then, why not join the Mileage Program as part of the GWC and administered by MARC (Model A Restorers Club, Think "Model A News" the magazine)? Even if you are not yet ready for the road, get your car in the program. You may be pleasantly surprised that your car was previously registered, and you have a jump start on the next award.

One of the advantages is that you transfer the mileage to the new owner to continue reporting because the registration is by VIN number, not the owner. This is even true with transferring your prized car to the next generation.

The next time you are at a car show, look on the radiator for a badge indicating the mileage level, a nice trophy to have!

One of the requirements of the program is membership in the National MARC 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, National MARC Mileage Program Chairperson has indicated that she will not continue to administer the program after this reporting period. She uses the published MARC roster to determine membership, so some adjustments may occur. If a Club member drops their membership in MARC, I do not carry them in the program, though I do maintain their previous data. Should they rejoin, their mileage begins accumulating from their total the last year they were a member.

If you are planning to go to any of the MARC or MAFCA meets this year (miles are miles) or just participating in Club events, why not make your miles count by joining in the MARC Mileage Program? To join, you must, as mentioned, be a member of MARC--\$50 per year--and pay a one-time registration fee of \$1.00 per car. Your car must be of original manufacture (1927-1931), be titled as a Model "A", and be authentic in that it should have an original type four-cylinder engine (1927-1934) and have an original body style for year of manufacture. Awards begin at the 2,000-mile point, followed by a 5,000-mile award, then every 5,000 miles thereafter. Come join the fun and make all those miles this year count. Contact Dave Greenwood by phone (703-801-5526), or by email (ourhomepc@aol.com), to receive a registration form and information sheet. You can also find information about the program and the necessary forms on the MARC Web Site www.model-a-ford.org

Dave Greenwood

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*Automotive Storage		*Automotive Transportation
<i>Automotive Restoration</i>		
(703) 969-1715		

Mike's "A" Ford-able Parts	
Mike Butcher	
124 Model A Drive, Maysville, GA 30558	
email: mike@mikes-afordable.com - www.mikes-afordable.com	
Fax: 706 652 2492 - Phone: 706 652 3866	
1 888 TRY MIKE (879 6453)	
	
<i>Specialising in 1928 - 1931 Model A Ford Parts</i>	

MARC MILEAGE PROGRAM AWARDS FOR 2025

The 2024 mileage report (total Mileage, not just 2024) is noted below:

Pauline Burkett	30 Tudor	6,013
Pauline Burkett	30 Delux Fordor	4,564
Jim Cartmill	31 Tudor	44,663
Joe Curatola	31 Tudor	12,911
Dave Greenwood	28 Fordor	2
Andy Jaeger	31 Pickup	9,963
Andy Jaeger	30 Town Sedan	10,278
Chuck Kunstbeck	31 Delux Coupe	31,579
Benny Leonard	30 Tudor	16,597
Larry Oliver	30 Cabriolet	15,554
Bill Sims	31 Town Sedan	15,673
Milford Sprecher	30 Town Sedan	6,258
Milford Sprecher	28 Roadster	3,581
Jeff VanGorder	31 Coupe	1,046

New Members added for 2025

Bruce Metcalf
Valerie Faircloth

Based on these mileages, we have no awards pending for 2025. Note that these are miles while in the MARC program only, many of the cars have additional miles while outside the program.


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George Washington Chapter 2025 Approved Budget - AS OF 1/31/2025
OPERATING BUDGET #2

<u>Budgeted Income</u>	Contact	2024 Actual	2025 JAN	2025 ACTUAL
Membership	VanGorder	\$ 3,162.00	\$ 821.00	\$ 821.00
Misc Income (Donations)	Tomb	\$ 280.00	\$ 45.00	\$ 45.00
Programs & Technical Seminars	White	\$ -	\$ -	\$ -
Club Tours & Activities	Faircloth	\$ 1,430.00	\$ -	\$ -
Script Advertising	Bass	\$ 650.00		\$ -
Hands on Seminars, Repair	Leonard	\$ -	\$ -	\$ -
Sully Income	Dougherty	\$ 12,839.00	\$ -	\$ -
Total Income		\$18,361.00	\$ 866.00	\$ 866.00
<u>Budgeted Expenses</u>				
Membership	VanGorder	\$ 1,027.38	\$ 20.00	\$ 20.00
Club Programs	White	\$ 52.73	\$ -	\$ -
Club Tours & Activities	Faircloth	\$ 4,876.88	\$ 458.60	\$ 458.60
Tool Shed / Tools	Leonard	\$ 428.52		\$ -
Sully Car Show Expenses	Dougherty	\$ 4,153.17	\$ -	\$ -
Web Hosting Expense	Shepherd	\$ 165.22	\$ -	\$ -
Presidents Fund	Sprecher	\$ 1,049.51	\$ 450.80	\$ 450.80
Secretary Supplies	Greenwood	\$ -	\$ -	\$ -
Treasurer Supplies & Insurance	Tomb	\$ 2,802.70	\$ -	\$ -
Total Expenses		\$14,556.11	\$ 929.40	\$ 929.40
UNDER/(OVER) Revenue		\$ 3,804.89		-\$63.40

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2025 CONTRIBUTION BUDGET

MAFFI	Board	\$ -	\$ -	\$
MODEL A YOUTH REST AWARD	Board	\$ 500.00	\$ -	\$
SCHOLARSHIP	Board	\$ 4,500.00	\$ -	\$
AFRH	Board	\$ -	\$ -	\$
MILEAGE AWARD EMBLEM	Board	\$ -	\$ -	\$
TOTAL		\$ 5,000.00	\$ -	\$

WELLS FARGO BANK CD + RESERVE FUND (Information only)

WELLS FARGO ONE YEAR + CD	Board	\$10,781.73	\$ -	\$
		=====	=====	=====
		\$10,781.73		

Total Expenses		\$19,556.11	\$ 929.40	\$929.40
		=====	=====	=====
Sum Income and Expenses		-\$ 1,195.11	-\$ 63.40	-\$63.40

Current Bank Balance, as of 1-31-2025 **\$23,649.23**

Beginning of year Balance (01-01-2025 Actual) **\$23,712.63**

NATIONAL CLUB AFFILIATION

As a reminder, the George Washington Chapter (GWC) is proud to be affiliated with two remarkable national organizations: the Model A Restorers Club (MARC) and the Model A Ford Club of America (MAFCA). We encourage all our members to consider joining these clubs. Both offer regular magazines packed with valuable insights and provide fantastic opportunities to network with fellow Model A enthusiasts and participate in events across the country. To learn more or join, visit their websites:

- MARC: <https://model-a-ford.org/>
- MAFCA: <https://mafca.com/>

Below is the January edition of *The Running Board*, MARC's monthly flyer.

The Model A Restorers Club, Inc.

THE ~~running~~ BOARD REPORT


From Joe Valentine, President and Jim Zimmar, Director of Regions
January 2025

Make sure you haven't overlooked the registration form for the upcoming Nashville, Indiana Membership Meet. It's located in the centerfold of the November-December edition of the *Model A News*. Dates are April 11-13. It looks like the Columbus, Indiana Region has planned a full schedule of events. Please make plans to join us there!

As a reminder, our office staff, Erin, Lisann and Nora are available to answer your calls from 9am to 4pm Monday through Friday. At this time of the year they are very busy taking membership renewals, answering questions, taking and shipping merchandise orders in addition to performing all of the other necessary office functions. We appreciate their hard work and remember they are there to support you!

Remember that the bulk of memberships are due for renewal by the end of December. Currently we have approximately 2,500 members due for renewal. It's easier than ever to renew. Just go to the MARC website, www.modelaford.org, select JOIN and under Membership Application, select 4, Renew, and log in to your account! Renewal reminders were mailed with the November-December edition of the *Model A News*.

Committee News! The MARC Fashion Committee has announced that they have created, on a trial basis, Fashion Display Judging at the upcoming Gettysburg National Meet. Outfits can be displayed on a table/dress form for judging! This makes sense as these garments are approaching 100 years of age and are becoming more fragile as time passes. Don't forget to register when the registration form is published in the January-February edition of the *Model A News*.





Please make a tax-deductible donation to the foundation by sending a check to:
Model A Museum Fund, PO Box 28, Peotone, IL 60468-0028, <http://www.maffi.org/index.htm>
The Model A Ford Foundation, Inc. is a 501c3 tax deductible Organization.

January 2025 MAFFI Minute

January 2, 2025 was a busy day of "moving" at the Model A Ford Museum in Hickory Corners. MAFFI Trustees Jerry Dennany and Randy Czubko worked with a crew from the Grape A's Model A Club in Kalamazoo, MI. Executive Director, John Marshall brought a crew up from Illinois with him to help move everything at the museum too.

Vehicles, vignettes, and all memorabilia had to be carefully moved and covered (construction dust) because the back wall of the museum was opened up to connect the expansion to the current museum. Many thanks to these folks for all the volunteer effort on behalf of all of us Model A hobbyists.

The Model A museum is closed for the rest of the month of January while work is going on. In fact, the whole Gilmore Auto Museum is closed for the month of January because new floors are being installed in several buildings.

The photos show the Model A exterior and the interior with vehicles all covered in plastic. The expansion is moving along as expected. In the meantime, ZOOM meetings are being held for planning the 2025 Model A Days in September and "the christening"!

Stay tuned,

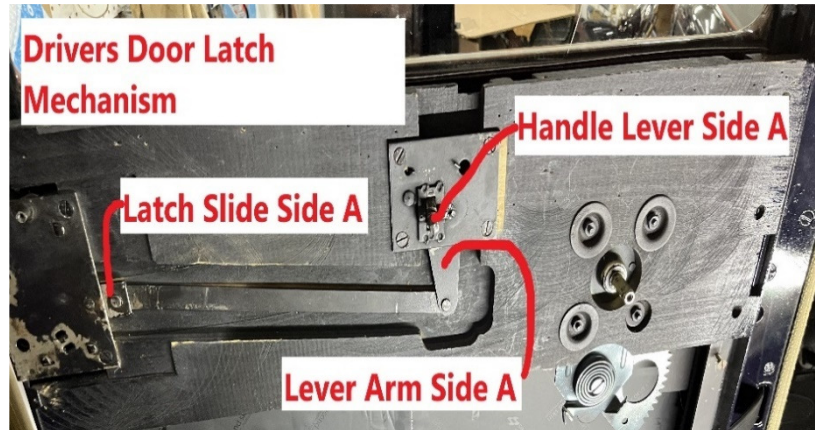
Cindy Ellenbecker, MAFFI Trustee/Secretary



DO YOUR 1928/1929 DOORS RATTLE AND NOT CLOSE TIGHT?

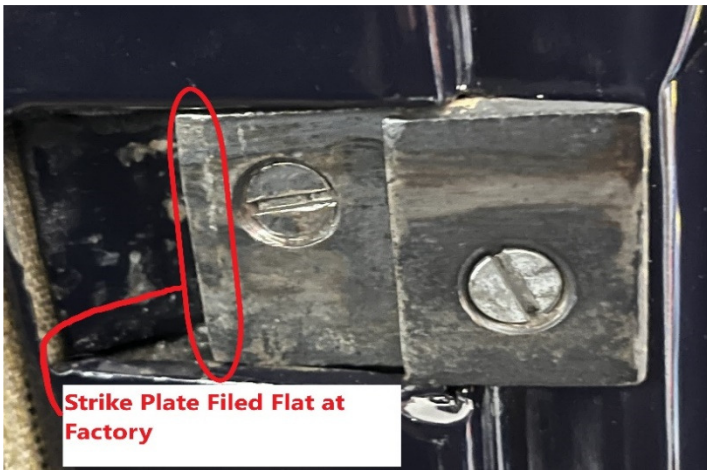
Our 1928 Fordor Leatherback 60A is mostly wood framed, so likely has more rattles than later metal-framed Model A's. When I was reassembling the car, I found three issues that contributed to the rattles.

Here is a picture of the door mechanism on the 1928. →



Door Strikes

The door strikes were new reproductions (Briggs Body Striker Plate) and well made. However, I found they could not be adjusted far enough outward to latch with the new bump stops. In order to latch tight, I would need to shave down the bumpers or machine off the step in the strike plate. There had to be a better way. Fortunately, in the parts bin were the original strike plates. How did the factory handle it? It turns out if I installed the original plates, they fit and latched tight. One observation on the originals—the factory must have used a 1-inch file to cut a flat groove parallel to the direction of the latch tab track. This made it easier to open by



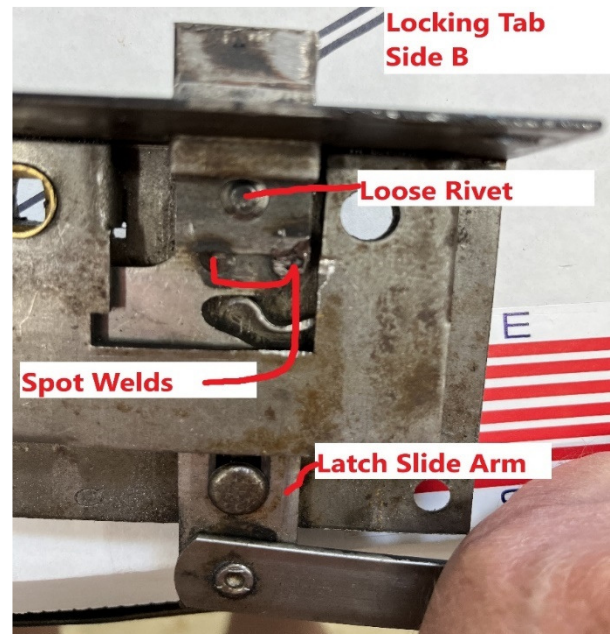
accommodating for the variation on the how far the tab retracts into the lock mechanism and the effort to release from the strike plate notch.

Door Latch Mechanism

The second issue, the door latch mechanism on both the driver and passenger front doors. For some reason the back doors did not get that much use, something I later found would tell me this car was likely used by a traveling salesman and not a family. So, the fronts got most of the wear.

Checking the locking tab on the latch, I could see significant movement (about 1/8 of an inch) outside to inside, it wobbled significantly. The locking tab on my '28 is held in place by a single rivet attached to the latch slide arm.

Over time the rivet has worked loose and worn the lever arm hole. Faced with this dilemma, I could take apart the latch mechanism, drill out the rivet,



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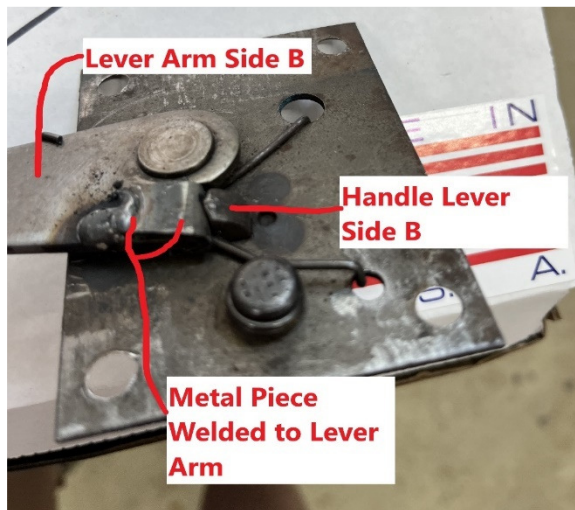
DO YOUR 1928/1929 DOORS RATTLE AND NOT CLOSE TIGHT? (Cont.)

weld the latch slide arm hole, redrill and then re-rivet. Instead, I chose a short cut. I spot (Mig) welded the locking tab slide arm to the lever arm. Then I had to grind off the weld sufficiently to allow it to retract into the latch mechanism. This took some patience with a Dremel tool and a diamond bit—but success!

Door Handle Lever

The third thing I had to repair was the door handle lever inside mechanism. Over time the lever arm had worn such that it would not engage the protruding tab (handle lever) attached to the door handle. My solution was to weld a small piece of metal over the lever arm, thus building up the arm to the original level. If I could have safely disassembled the entire mechanism, I would have just built it up with weld, but felt welding on a metal piece was a better solution for my novice skills.

After cleaning, lubricating and reinstalling, the doors now latch solid and smoothly.



Just to help those in the Club understand my logic, my car has a lot of things that are not original nor meet restorations standards. For that reason, I tend to take the easiest path to regain proper function in areas where it is not visible. In visible areas, I try my best to restore.

If you have the above issues, catch me at the next members' meeting or at a car show and I will show you the details on my car.

Dave Greenwood

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HOW TO INTERPRET

ANTIQUUE CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

CHIEFS COACH ANDY REID STILL DRIVES THE CAR HIS DAD BOUGHT FOR \$25 IN THE 1940S

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Tom Huddleston Jr.

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OAKLAND, CA - DECEMBER 02: Head coach Andy Reid of the Kansas City Chiefs looks on against the Oakland Raiders during their NFL game at Oakland-Alameda County Coliseum on December 2, 2018 in Oakland, California. (Photo by Ezra Shaw)

The Kansas City Chiefs' Andy Reid has been an NFL head coach for the past 21 years. Over that time, his teams have won a total of 207 games — seventh best all-time among NFL coaches — and this weekend he'll lead the Chiefs to Super Bowl LIV, where they'll play the San Francisco 49ers for the championship on Sunday.

Reid also drives a 92-year-old car that his dad bought for \$25 in the 1940s, despite the fact that he brings in an annual salary of \$7.5 million.

The car is a 1928 Model A, Ford's successful follow-up to the iconic Model T, and it's likely not Reid's only mode of transportation. However, Reid still occasionally drives the classic car that he fully restored after inheriting it from his father, who died in 1992. Reid's father, a World War II Navy veteran, bought the used Model A "after the war," Reid says in a video posted on the Chiefs' website.

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CHIEFS COACH ANDY REID (Cont.)



A 1928 Ford Model A, the same model of car that Kansas City Chiefs' coach Andy Reid owns. This one is on display in Nairobi, Kenya.

Lillian Omariba | AFP via Getty Images

When the Model A debuted in the 1920s, the cars had a base price of at least \$435, according to the Model A Ford Club of America. Today, both restored and unrestored versions of the car can be found for sale on sites like CarGurus, where prices range from \$14,500 to nearly \$130,000.

Reid's father, Walter Reid, drove the car for nearly five decades. And the younger Reid even drove it himself as a teenager.

Reid played college football at Glendale Community College near Los Angeles, and his former coach remembers the comical sight of seeing the large-framed Reid (a six-foot-three offensive lineman) driving the small classic car.

"He used to drive his parents' 1920s Model A Ford to practice, and it was the funniest thing you've ever seen — this big old guy driving this tiny little antique car. He took up almost the entire front seat," John Cicuto, a former coach of Reid's at the community college, recently told ESPN.

Reid's dad loved to drive the Model A, Reid told The Kansas City Star in 2014, and his father added extra horns to the car to draw attention to it when he drove his children around.

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CHIEFS COACH ANDY REID (Cont.)

A few years after his father died, Reid was an assistant coach for the Green Bay Packers when they went to the Super Bowl in 1996. Reid took the bonus money he'd earned from that successful season and shipped the Model A from his home in Los Angeles to Wisconsin to restore the classic car, he told the Chiefs' website.

"I brought it up to Green Bay," Reid says in the video. "There were a couple of old guys there who restored these things as a hobby ... We took the whole thing apart and we just started from scratch, the whole engine included, and built it back up."

The restoration took roughly a year, including completely taking the car apart and putting it together again with new or refurbished parts, including the engine and wood-panels that make up much of the frame.

"I saw that car before he started and I thought it should be in a junkyard," Marty Mornhinweg, a former NFL coach who worked with Reid in Green Bay and later under Reid on the Philadelphia Eagles, told The New York Times in 2005. "What he did with it is amazing."

"It's better than Dad ever had it," Reid said of the car in an interview with The Kansas City Star.

Reid doesn't reveal how much it cost to restore the car, but Hemmings Motor News notes that restoring a Model A can easily cost up to \$50,000.

"It's something you can pass down," Reid adds in the video on the Chiefs' website, where he's seen driving the car along with his son, Spencer Reid, a football coach at Boston College.

Reid notes that he looks forward to passing down the Model A to his children, along with other important family heirlooms like furniture and a Super Bowl ring he won as an assistant coach with the Packers. "That's what it's all about, being a dad, loving your kids and then having a chance to present a history to them," he says.

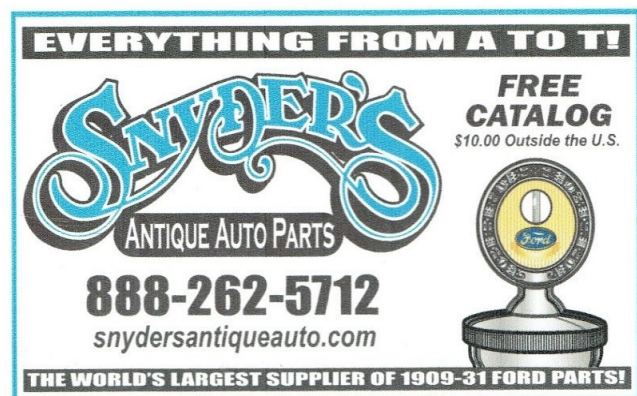
Sunday brings Reid a chance to earn a Super Bowl ring that would be yet another family heirloom he could one day pass down to his four children. Despite long and successful runs as the head coach of the Philadelphia Eagles (from 1999 to 2012) and now the Chiefs (since 2013), Reid has not won a Super Bowl as a head coach in the NFL, with the Eagles losing in his one previous appearance in 2005.



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COMING EVENTS

February

February 12 (2nd Wednesday) – GWC & CDC Breakfast – Fair Oaks Silver Diner – 12251 Fair Lakes Parkway – 9:00am

February 19 (3rd Wednesday) – Monthly Membership Meeting – McLean American Legion Hall 7:45pm

February 26 (4th Wednesday) – Board Meeting—Zoom at 7:00pm

March 2025

March 8 (Saturday) - AACA Chesapeake Region Swap Meet - Howard County Fairgrounds (2210 Fairgrounds Road, West Friendship, MD 31794) - <https://chesapeake.aaca.com>

March 8 - Mason Dixon Gas, Oil, Automotive and Advertising Swap Meet - Great Frederick Fairgrounds (797 Patrick St., Frederick, MD 22705) - 8am - <http://www.masondixongas.com/> and orangecovintage@gmail.com

March 12 (2nd Wednesday) – GWC & CDC Breakfast – Fair Oaks Silver Diner – 12251 Fair Lakes Parkway – 9:00am

March 19 (3rd Wednesday) – Monthly Membership Meeting – McLean American Legion Hall 7:00pm

March 21-22 (Friday-Sunday) - Sugarloaf Mountain Region AACA Parts and Swap Meet - Carroll County Agriculture Center (706 Agriculture Dr., Westminster, MD 31157) – Friday 8 a.m. to 4 p.m. and Saturday 8 a.m. to 2 p.m. - Sugarloaf Mountain Region of the Antique Automobile Club of America smraaca@aol.com and <https://www.facebook.com/events/788731128310976>

March 26 (4th Wednesday) – Board Meeting – Zoom 7:00pm

Save the Date!

May 18 (Sunday) – Oak Hill Farm Model “A” Gathering – Aldie, VA – Watch for more information in the coming months!!

December 6 (Saturday) – Annual GWC Christmas Party at American Legion Hall – Fairfax, VA


WANT ADS

For Sale

Nothing is currently for sale with the Club.

Request for help from member Rick Thiel

Hello. My father Richard Thiel left me his 1930 Deluxe coupe. It won first prize at sully in 2009. I need some help with tune up, fluids, etc. and short-term storage. Can someone help me? I live in Ashburn, Va. Thanks, Rick Thiel 203-246-0671



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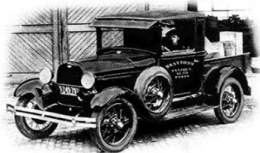
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PUNXSUTAWNEY PHIL PREDICTS THE WORST

Punxsutawney Phil, the famous groundhog weather watcher, was pulled from his warm burrow this morning and saw his shadow, predicting six more weeks of winter.

Each February 2, on [Groundhog Day](#), the members of the Punxsutawney Groundhog Club make the pilgrimage to Gobbler's Knob — Phil's official home. Legend has it, [if he sees his shadow](#), six more weeks of winter are on the way. If he doesn't, an early spring arrives. In reality, winter will end on the spring equinox, known also as the vernal equinox, on March 20 at 5:01 a.m. ET, regardless of Sunday's prediction. But weather conditions don't always follow the timetable — and neither does Phil.

Phil has been prognosticating since the late 1800s but his recent predictions would have a better track record if he just flipped a coin: He has only been right [about 35%](#) of the time since 2005, according to data analyzed by NOAA.

Phil's call for an early spring last year came true. February 2024 was the third warmest on record for the Lower 48. March also ended up much warmer than normal, according to NOAA data.



BRH Point to Point Races and Antique/Exotic Car Show - April 12th

Greg Shepherd forwarded the attached announcement for the Blue Ridge Hunt Races and Car Show. Several members attended last year and had an enjoyable day at the races.

**Blue Ridge Hunt Races
And
Antique/Exotic Car Cruise-In
Woodley Farm, Berryville, VA
Saturday, April 12th, 2025**

ATTENTION:

Mark your calendars, **Saturday, April 12th, 2025.**

Free admission for those arriving in an antique car.



Bring a Picnic. Enjoy the day!

For more information please visit our website: BlueRidgeHunt.org

OR contact Michael Morris at 703-577-5702.

2025 National Cherry Blossom Festival Parade® Minor Participant Release Form

(Fill out all form fields)

Participant's First Name _____ MI _____ Last Name _____

Home Address _____

City _____ State _____ Zip _____

Phone Number _____ Sex _____ DOB _____ Age _____

I will:

1. Allow my child (listed above) to participate in the National Cherry Blossom Festival Parade scheduled to take place on Saturday, April 12, 2025 along Constitution Avenue between 7th and 17th Streets, NW, Washington, DC ("Event").
2. Certify that my child is physically fit and able to participate in the Event.
3. Will comply with all laws and regulations while participating in the Event, including but not limited to all COVID-19 rules, regulations, policies, laws and guidance from NCBF, the CDC and applicable state and local health departments.
4. Acknowledge that my child will not be compensated for his or her participation in the Event.
5. Assume all risks of personal injury, property loss or death that may occur related to my child's participating in the Event. I and my child's heirs, executors and administrators waive all current and future legal claims against the National Cherry Blossom Festival, Inc., the District of Columbia, the National Park Service, Events DC, JM Best Entertainment Inc., Under the Sun Productions Inc., 7News/WJLA-TV and WJLA 24/7 News and each of their respective sponsors, officers, directors, employees, agents, representatives, successors, and assigns (collectively, "Presenters").
6. Acknowledge that my child is not covered by any Presenter insurance.
7. Authorize any necessary medical treatment to my child at the Event, at my cost.
8. Indemnify and defend, together with my heirs, executors and administrators, and those of my child, the Presenters from all liabilities, claims, actions, damages, costs or expenses, including claims based on the Indemnitee's negligence, arising out of or connected with third party claims related to my participation in the Event.
9. Ensure that my child will not take any action that would negatively impact the Event or the Event's reputation, will follow Event rules, and will leave the Event if NCBF requires.
10. Allow NCBF and NCBF's agents, without reservation, limitation or additional compensation, the right to record, in any media, and to use, broadcast or produce derivative works from, in any media and for all time, my child's name, face, likeness, voice and appearance.

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

Date: _____

Signature: _____

Printed Name of Parent or Guardian _____

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

