

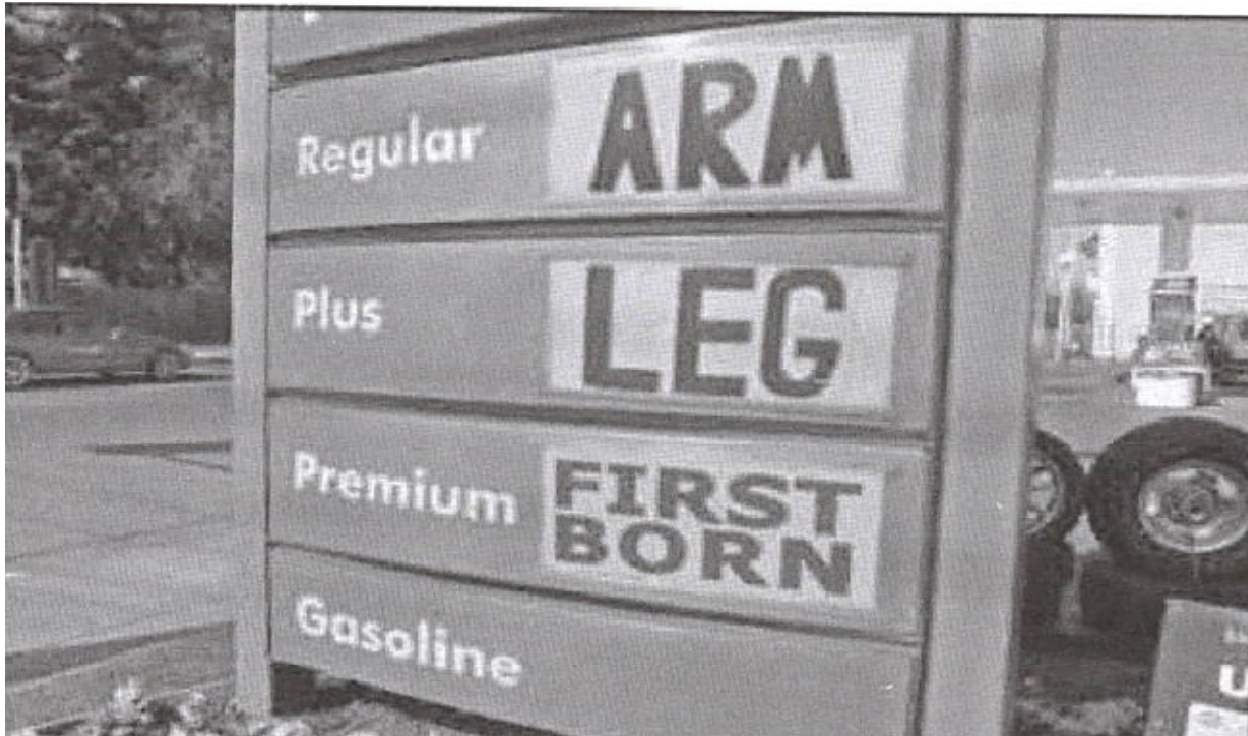
# The Ford Script



Vol. XLVII

April 2026

No. 4



Dedicated to the restoration and preservation of Model A Fords  
63 Years 1963-2026

# 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.gwcmodela.org](http://www.gwcmodela.org)

Web Master: Greg Shepherd

#### Board of Directors

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

**Next deadline: Monday, May 4<sup>th</sup>**

## **PRESIDENT'S MESSAGE**



Well, Spring is finally here. I always enjoy Spring, but this year it was especially nice to see it arrive.

I took my 1928 roadster for a drive from the garage where I keep it to my house. It was great fun. After sitting for maybe 6 months, it started right up with no extraordinary measures required. The day was warm enough that driving with the top down was easy.

I have signed up for two tours in May, the MARC Finger Lakes tour and a New Hampshire tour organized by Tebo's Barn. The roadster runs great, but it needs a full brake adjustment. I am going away for almost the whole month of April, so I will be busy when I get back to get it ready for the Finger Lakes Tour.

The MARC Annual Meet is in French Lick, Indiana, in July and I am planning to attend that, too, so lots of Model A events planned. I am hoping to participate in the AACA Sentimental Tour in mid-June. It is based in Mechanicsburg, PA, so not too far away. It is scheduled close to Sully, so I may not be able to go of the whole time, but we shall see.

The AACA Revival Glidden Tour, September 21-25, should be good, too. It is right up against Model A Days, so it may be tough to get to. It is based in Dover, Delaware, and will include some of Maryland's Eastern Shore. The AACA Founder's Tour in Williamsburg, Sept. 9-14, is also nearby, so lots of touring opportunities in our area this season.

[https://aaca.org/wpcontent/uploads/2026/02/2026FoundersTour\\_brochure.pdf](https://aaca.org/wpcontent/uploads/2026/02/2026FoundersTour_brochure.pdf)

The GWC needs some tours of our own. Last year I organized a Kenwood Cherry Blossom short tour. Only Bill Sims and I went, but it's an easy one. I am away, so I can't do it again this year. Hopefully I can put something together this summer, but, as you can see, it's a busy summer for me. Anyone who wants to put something together, let us know and we can put it on the calendar.

Don't forget to sign up to help out at Sully. We always need volunteers. Contact Mike DiBerardino at [gwcsullychairman@gmail.com](mailto:gwcsullychairman@gmail.com)

## **FROM THE EDITOR**

I am such a great mechanic. Remember that last month I mentioned that my A did nothing when I pressed the starter. Last week I went out to the car, pressed the starter, and it fired right up! Confused, I tried to figure out why the car was dead the week before. Then it hit me. I wear soft inserts in my sneakers so I won't get a repeat of the bone spurs I developed a long time ago. Apparently, I'd gotten into the A and began pressing down on the foot rest pedal next to the starter by mistake. The soft inserts gave me the impression that my foot was going down when I was pressing on the foot rest. So—problem solved. Embarrassment factor? 10 out of 10.

I'm confident enough in my Model A to have signed up for the Memorial Day Parade next month. My plan is to take one or more grandchildren with me. It should be fun. The only drawback, which we'll work around somehow, is that the A has no seatbelts. My daughter is not happy about that. The boys may end up taking Metro downtown with her (or Alice) and joining me where we line up. I must admit, driving without seat belts makes me very nervous, especially on the Beltway. Maybe the Club needs an "install your seatbelts" day or a presentation at a general meeting on how to do it yourself. Something to consider.

## FROM A VIRTUAL ROOM

Board Meeting  
March 25, 2026



Milford Sprecher President called the GWC board meeting to order at 7:00 PM. Board members in attendance: Milford Sprecher, Doug Tomb, Valerie Faircloth, Bill Sims, Bill Bass, Jeff VanGorder, and Michael DiBerardino.

MARC April 2027 meet, Hosting by the GWC Region: Bill Bass invited Jim Zimmer who led the Ohio MARC National meet to brief the Board on the process. Jim and another person coordinated that membership meet, but it would be best if we had a group of 5 or 6 to divide up the workload. The Board was supportive in discussing the opportunity with the membership to gain support and volunteers. Bill Bass offered to get input from local hotels to determine the feasibility of an April 2027 timing.

Annual Meet at the Sully Plantation: Michael briefed the Board on the Sully online registration process; work continues on refinements.

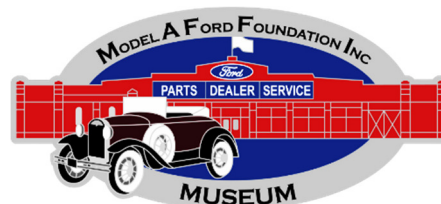
Editor Bill Sims asked if all the advertisers are paid up for 2026. Bill Bass, who handles the advertisers, admitted he'd been late contacting the advertisers this year but expected all or most of them to return. He advised that the Script should continue to run the ads.

The meeting was adjourned at 8:30 PM

Dave Greenwood  
Secretary

## MAFFI MINUTE

Hope everyone is enjoying March Model A Madness!



The 2026 Sweepstakes is LIVE. This is a great opportunity to give back to the museum through donations and win a chance to receive a 1930 Briggs Fordor Sedan that was donated to the museum by the Evergreen Chapter of MAFCA in 2014.

For more information and to purchase entries, please use the following QR code:



Keep on motoring!  
John Grossheim  
Trustee and Secretary of MAFFI

## **GWC'S MARCH GENERAL MEETING**

Twenty-five members and guests attended in person and 3 online Yes, you missed the carburetor rebuilding seminar by Norm Molter.

President Milford Sprecher opened the meeting at 7:40 PM with the Pledge of Allegiance. Milford informed the members of our need for a lead for the manual registration process for the Sully annual car show. He also deferred other discussions until after the presentation, to get our speaker home sooner since he had driven a long way to make his presentation.

Then Norm Molter, a member of the Baltimore Model A Club, presented a seminar on Rebuilding the Zenith Model A carburetor.

Norm prefaced his remarks by saying he will present his procedure but also recommends consulting the following books:

1. Restoring the Model A and B Carburetors—the “Rex” Rreheis Way, by Gordon Biggar, 2004.
2. The Model A Ford Carburetors, by Paul Moller, 1982.
3. Carburetors and Carbohydrates, by Victor Duncan.
4. Zenith Model “A” Carburetor Restoration Guidelines, by Steve Pargeter
5. Tillotson Carburetors – Repairing and Restoring, by David R. Hatch.



And the following online resources:

1. Model A Ford Zenith Carburetor Restoration Tips 2007-2010, by Tom Endy
2. <https://www.santaanitaas.org/wp-content/uploads/2014/08/The-Zenith-Carburetor-11-07.pdf>

Numerous articles on Vince Falter’s “Ford Garage”:

1. Model A Zenith Jet Sizes & Flow Rates  
<https://www.fordgarage.com/pages/jetflowrates.htm>
2. The Ford-Zenith Carburetor” by Murray Fahnestock:  
<https://www.fordgarage.com/pages/modelazeniththeory.htm>
3. Illustrated and Animated Zenith Carburetor by Paul Modin:  
<http://modelabasics.com/carberutor.html>
4. YouTube Video of Steve Schmauch on Model A Carburetors from Paul Shinn  
<https://www.youtube.com/watch?v=s1DpeS9yq4k>

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## GWC MEMBERS MEETING (Cont.)



Norm stressed the importance of customized tools for the process. Norm also referenced consulting the Judging standards and Steve Schmauch's articles in the Restorer, if you are doing a fine-point restoration.

Norm also passed around examples of restored carburetors, including those by Holley, Tillotson, Marvel, Mochi and others. Including his cut-away example.

Steve then had a good floor discussion and provided excellent guidance for rebuilding including how to finish both the inside and outside of the carburetors.



At the conclusion of Norm's talk, the meeting resumed.

Activities: Val and John Layton said to save the date of October 25, 2026, for the picnic at Oak Hill. More information to follow.

Mileage Program: Dave said that Jeff VanGorder has achieved the 2000-mile mark and was presented with the Brass Radiator badge for this achievement. Jeff plans to have it mounted for the Sully show. Dave still has three members who have not reported mileage. The report was due February 28 to MARC. Anyone not reporting will be listed as zero miles for the year.

The meeting was adjourned at 9:15 PM.

Dave Greenwood  
Secretary



## GWC 25 YEARS AGO (April 2001)

On the cover is a picture of member Ed Wiencek riding on his “Maytag Oakey,” definitely NOT a Model A Ford. It is a three-wheeler, running on a Maytag lawn mower engine. It was reported that he did sell it to a man in Pennsylvania.



GWC President Jon Phillips commented on the three reasons members join the Club. There are the forever restoration members, the fine point judging members, and the get it out and drive it members. He says that the common thread is that it is all fun, and it's hard to keep from smiling.

At the Board meeting they just discovered the 300 brand new belt buckles, left over, and hidden, since the 1978 National Meet (“not bad—23 years late”). They are now offered for sale to the members. (Editor's note: I still have mine.)

Bill Worsham was reporting on the preparations for the Sully Show, and souvenir pins would be introduced for the show, for the first time.

They announced that the Ford Script would accept paid advertising, for the first time. This would help with needed funds for the Club.

There was a report on the well-attended Frederick AACA Meet, by Clem Clement, where many GWC members were in attendance, as well as a very lengthy Sunshine Report of members who were on the mend.

In the GWC 25 Years Ago column (1976), there was a report that Bill Worsham was talking to the folks at Sully Plantation about having a car show on their grounds, for the first time. It had a lot of promise, so the members were excited. They also were discussing the GWC putting in a bid to host the 1978 MAFCA National meet.

The April Monthly Meeting would have a presentation on Touring Etiquette.

Clem Clement gave a lengthy report on the Cowtown Meet.

There was an overnight Model A trip planned to St Michaels, MD, as well as a day Model A tour to Fauquier County.

Coming Events included Sand Blast Day, the Arlington Blues Festival, Fairfax Heritage Week, and the Father's Day Sully Show.

On the For Sale page, there was a 1928 AR Model A Phaeton kit for sale, with lots of spare parts, 87.536% complete—just call Clem Clement, among others' ads.

The George Washington Chapter in action.

Doug Tomb

Roland Dawes  
1928-2026

Roland Dawes, the oldest member of our Club and the Club's last surviving World War II veteran, died on Monday, March 23<sup>rd</sup>. He was 97. He was born in Culpeper County, VA. His family moved to Takoma Park, MD, when he was 4, where he would spend the rest of his life.

He was a real go-getter. First, he helped his father do yardwork on Saturday mornings for a Takoma Park city councilman when he was 6. But eventually he struck out on his own. First, he worked at a local delicatessen. The owner liked him so much, he offered Roland a free car, a 1936 Plymouth, for his 16<sup>th</sup> birthday. And Roland turned him down! He announced he was quitting and going to work for the Ford dealership uptown for higher pay. Only Roland hadn't even applied yet for a job there! That was Roland—full of confidence. He thought he would get to drive their tow truck, but he was still only 15. So he was hired as a mechanic.

After a year or so there, he dropped out of school, quit his job, and went to work at Walter Reed. He planned to work there for 30 years—until he was informed his job was only temporary, until all the war veterans returned. After considering this, Roland knew what to do—he joined the Army. He was really proud of his service, but after 2 years in a truck unit, he left the Army and went back to Walter Reed, working in a bacteriology lab.

After 8 years, he quit and started a trash collecting business with his brother. In the meantime, he got interested in barbering. He got his license and opened up a shop in Takoma Park that's still there. Two of his sons run it now. Roland married and had 6 children—3 boys and 3 girls.

In 2000, he ran for the city council and won. He really enjoyed his time on the council but he got railroaded out after 2 years, to hear him tell it, by the man who'd held the office before him.

One day, a friend of his phoned him to say she was looking out her back window onto an alley and saw that there was a Model A for sale. She knew there was a guy back there who would buy Model A junkers, fix them up and then sell them. He had just died and his family was trying to sell the car and his house. So Roland got the number off the For Sale sign and put in a bid. Then he forgot about it.

Sometime much later, that friend phoned him to tell him if he wanted that car, he'd better come get it, because his bid had won. The owner had had 4 sons. Three didn't want it but one did. He planned to outbid Roland and asked him how much he'd bid. Roland told him \$25,000. (It wasn't true, but it scared off the brother.) The family lawyer sold him the car.

He didn't know anything about the GWC. He would drive that car around town and in parades. Finally, your editor corralled him and suggested he join the Club, which he did. He became a regular at Christmas parties and Club meetings, partly because he would ride with your editor to them every month. And before Milford Sprecher joined the Club, Roland was your editor's go-to guy to effect whatever repairs might be needed to get "Blaze" going. He definitely knew his way around a Model A engine.

When he got too old to drive his Model A, he gave it to his famous granddaughter, Dominique, of Olympic fame. She still has it but he was never sure if anyone was driving it.

Bill Sims

## **MEMORIES OF ROLAND**



## **CLUB PUBLICATIONS STILL POPULAR!**

Over the years, the GWC has issued a variety of publications on Model A maintenance and repair. In the last week, we have had two requests for Club publications. The first request was from someone who was interested in the water pump booklet the Club published. It is on the Club web site and we pointed him in that direction.

I got a call from the San Fernando Valley Model A Club asking if they could reproduce our publication on straightening Model A wheels. I happily gave permission for the use of the publication by the San Fernando club. It's very gratifying that Model A enthusiasts can make use of our Club's materials.

Milford

# George Washington Chapter 2025 Approved Budget - AS OF 3/31/2026

## OPERATING BUDGET #2

<u>Budgeted Income</u>	<b>Contact</b>	2025 Actual	2026 ACTUAL	2026 MAR
Membership	<b>VanGorder</b>	\$ 3,133.00	\$ 980.00	\$ 390.00
Misc Income (Donations)	<b>Tomb</b>	\$ 89.00	\$ 1,450.96	\$ 81.00
Programs & Technical Seminars	<b>White</b>	\$ -	\$ -	\$ -
Club Tours & Activities	<b>Faircloth</b>	\$ 2,400.00	\$ 860.00	\$ -
Script Advertising	<b>Bass</b>	\$ 550.00	\$ 50.00	\$ 50.00
Hands on Seminars, Repair	<b>(vacant)</b>	\$ -	\$ -	\$ -
Sully Income	<b>Gray</b>	\$ 10,151.50	\$ -	\$ -
<b>Total Income</b>		<b>\$ 16,323.50</b>	<b>\$ 3,340.96</b>	<b>\$ 521.00</b>
<b>Budgeted Expenses</b>				
Membership	<b>VanGorder</b>	\$ 440.20	\$ -	\$ -
Club Programs	<b>White</b>	\$ 855.92	\$ 15.40	\$ -
Club Tours & Activities	<b>Faircloth</b>	\$ 9,343.06	\$ 1,092.78	\$ 1,092.78
Tool Shed / Tools	<b>(Vacant)</b>	\$ 81.93	\$ -	\$ -
Sully Car Show Expenses	<b>DiBerardino</b>	\$ 4,667.61	\$ -	\$ -
Web Hosting Expense	<b>Shepherd</b>	\$ 189.22	\$ -	\$ -
Presidents Fund	<b>Sprecher</b>	\$ 1,021.50	\$ 1,292.85	\$ -
Secretary Supplies + Zoom	<b>Greenwood</b>	\$ 167.90	\$ 167.90	\$ -
Treasurer Supplies & Insurance	<b>Tomb</b>	\$ 3,207.50	\$ 405.00	\$ -
<b>Total Expenses</b>		<b>\$ 19,974.84</b>	<b>\$ 2,973.93</b>	<b>\$ 1,092.78</b>
<b>UNDER/(OVER) Revenue</b>		<b>-\$ 3,651.34</b>	<b>\$ 367.03</b>	<b>-\$ 571.78</b>

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# The Model A Restorers Club, Inc.

## THE *running* BOARD REPORT

From Tom Hovetter, President and Jim Zimmer, Director of Regions

April 2026

**M**ember and other visits to MARC's new website, Facebook group and Instagram page continue to climb and our new social media strategy continues to attract new MARC members. Our membership continues to grow again this year! Please take a look at our new website if you haven't already, at [www.modelarestorersclub.org](http://www.modelarestorersclub.org) and follow our Facebook group: The Model "A" Restorers Club. You will enjoy seeing our daily humorous postings, special merchandise offers and see other interesting information and questions about our Model A's.

**A**re you aware that MARC is still offering FREE 12 month memberships to members of your Region (digital MAN) who have not been MARC members previously? Why not sign everyone up for a FREE test drive of MARC membership? This membership includes MARC liability insurance while attending a MARC sponsored event, ability to attend MARC National events, ability to access the members section of our website where we provide access to all Model A videos currently on the internet, AI content, access to classified ads, ability to ask technical questions directly to MARC's technical expert Larry Shepard and much more.

**R**egions, we continue to look for Regions willing to host Membership Meets, Tours and National Meets in your area. Don't miss out on the potential to attract new members and add to your treasury. MARC experts are willing to provide you all the guidance you need to hold an event. Contact MARC Vice President Joe Valentine if you are interested at [old182A@yahoo.com](mailto:old182A@yahoo.com).

**C**ertainly you've registered for either the upcoming MARC Finger Lakes combined Membership Meet/ National Tour in May or the French Lick National Meet in July? Hopefully both! There are still a few registrations available for the Finger Lakes. Did you know that you can now register for the French Lick National Meet directly through the MARC website? It's easy to do and you won't have to worry about lost checks in the mail! Give it a try if you haven't registered already.



# **HOW THE 1928-1931 FORD MODEL A STARTED THE ENTIRE AUTO RESTORATION HOBBY**

(Reprinted from Hemmings, Nov. 22, 2022)

It's the car that put a wrench in many a young enthusiast's hands

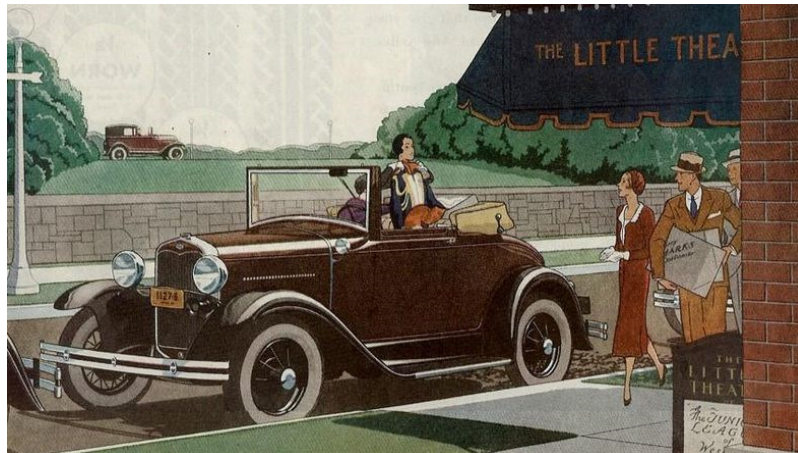


Hemmings file photo.

Like a lot of things, auto restoration has antecedents in the pre-World War II era, but is most strongly associated with the postwar period. Brass car enthusiasts were already preserving and fixing those machines by the late '30s, but the first thing that most would recognize as the hobby/industry of today really springs out of the post-war DIY movement centered on the 1928-1931 Ford Model A.

Why the Model A? Well, a bunch of reasons...

## **Background on the A as a new car**



*What started out as a handsome new car for the masses finished its run as a quality, less-ostentatious, more-affordable car for middle- and upper-class folks who found themselves both strapped for cash themselves and wishing to avoid conspicuous consumption.*

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## **HOW THE 1928-1931 FORD MODEL A STARTED THE ENTIRE AUTO RESTORATION HOBBY (Cont.)**

Like the early Mustang, the Model A was a sensation when it first came out in late 1927, and Ford was hard pressed to keep up with the demand. From an engineering standpoint, it was strictly evolutionary, not revolutionary: The chassis, based on transverse leaf springs and solid axles front and rear, was very much like that of the 1909-'27 Ford Model T but with the addition of shock absorbers and front brakes.

Stylistically, the new Ford was patterned after the Lincoln Model L, though today both cars are often confused with the Model T because the subtleties of styling evolution in the late-'20s/early-'30s have been lost to the non-enthusiast public over the decades. Regardless, what was perceived as a handsome car in 1929 has endured as a period icon to later generations. It's also more welcoming to most drivers compared with a Model T, both for the improved chassis and the seemingly more familiar three-speed, floor-shift gearbox—virtually the industry standard by then, though Ford had clung to a 1900s-tech two-speed planetary transmission through the end of Model T production.

To rectify the various perceived shortcomings of the Model T, a huge aftermarket industry had grown up around Ford in the 1910s and '20s. It turned its attention to the Model A immediately, though those attentions were severely interrupted by the October 1929 stock market crash (right about the time 1930 Fords arrived in the showroom) and the ensuing Great Depression. The resulting products were memorable, as they were intended to improve upon an already excellent, 40 hp car rather than bring a 20 hp 1909 car up to the present standard, and have been intermittently produced up to the present day.

### **Influence of the A as a used car**



Photo courtesy Library of Congress

*From student jalopies like this phaeton seen at the University of North Carolina back in 1940 to the speedy roadsters of the dry lakes and circle tracks, the Ford Model A proved to be a durable and enjoyable used car that remained viable as everyday transportation right through the early '50s.*

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## **HOW THE 1928-1931 FORD MODEL A STARTED THE ENTIRE AUTO RESTORATION HOBBY (Cont.)**

Basic, stock Fords proved their durability in the Great Depression, and well-used examples are frequently seen in period photographic efforts by the Farm Security Administration, a New Deal Agency that employed many talented photographers to document the plight of rural immigrant families fleeing the Dust Bowl. While the Joad family may have driven a Hudson Super Six in *The Grapes of Wrath*, far more itinerant working families traveled the U.S.A. in Model A's held together by optimism and ingenuity.

A generation of kids who grew up watching those cars held together by resilient adults brought the learned mechanical skills into the heavily mechanized Second World War, where engine repair was as critical as gunsmithing for ground, naval, and air forces. Not a few of those veterans returned to the inflationary postwar world and elected to rebuild a Model A rather than get on a waiting list for a new car. Those hot-rodded A's played on a family similarity with Ford parts right up through 1948, plus a pre-war interest in making them go faster, that offered relatively straightforward conversions of Model A's to incorporate things like hydraulic brakes, 16-inch wheels and tires, synchronized transmissions, and even conversions to the Ford and Mercury flathead V-8 engine.

While hot rodding, as it became known, predated World War II, simply keeping the well-engineered Model A on the road as stock transportation, perhaps slightly improved for road readiness (what became later on known as "touring" as A's ceased to be used as daily transportation), spawned the restoration hobby in the 1950s. Hemmings itself began as *Hemmings Motor News* out of the back room of Ernest Hemmings's parts store in Quincy, Illinois, where he perceived that a demand for Model A parts (plus any other old car parts folks felt like trading) would justify a classified-ad circular.

### **The Model A as the underpinning of auto restoration as a hobby/industry**



Hemmings file photo

*Thanks to the longstanding interest in the Model A, it has only gotten easier to restore a car like Bruce LeFebvre's Bonnie Gray and Chelsea Blue 1929 Model A Standard Coupe, which started out as the rehabilitation of an earlier, more amateur effort.*

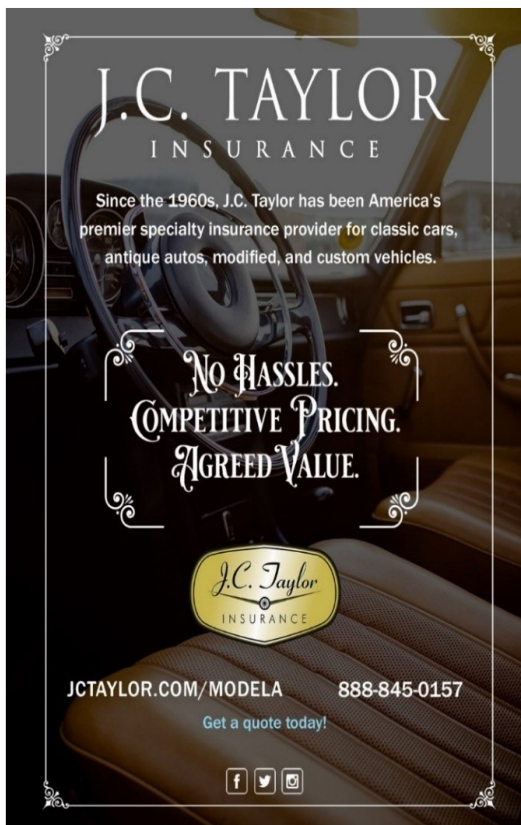
## HOW THE 1928-1931 FORD MODEL A STARTED THE ENTIRE AUTO RESTORATION HOBBY (Cont.)

Hemmings was correct and the Model A remains a huge part of the hobby to this day. Prices for complete cars fluctuate, and attrition has whittled down the original population of 4 million considerably, yet availability remains high and there are plenty of opportunities to drive and socialize with other Model A owners.

Further, Model A ownership provides entry into other, multi-car opportunities. The exceptionally nice or interesting examples of the '28-'31 Ford that get invited to the Henry Ford's Greenfield Village in Dearborn, Michigan, each summer for Old Car Festival, for example, get to (figuratively) rub fenders with everything from horseless carriages to Duesenbergs. Hopped-up A's have also been a staple of events like The Race of Gentlemen, which celebrate the DIY car-modification attitude of the immediate pre- and post-WWII years.

The historical and continued popularity of the Ford Model A translates to an extremely robust and complete aftermarket supporting these cars on the eve of their centennial. Even in as-delivered form, the Ford Model A remains an eminently drivable car. Married with some improvements developed when it was nearly new, it can traverse virtually any 21st century road with ease.

David Conwill



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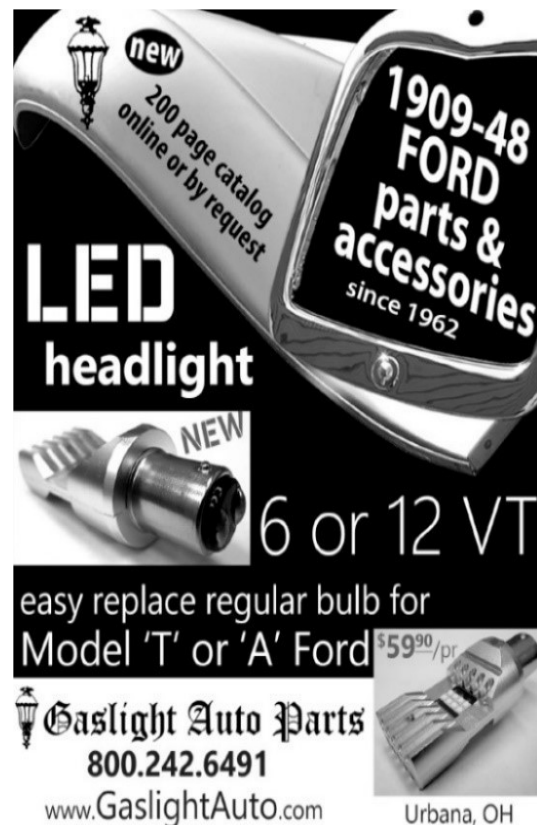
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## **GWC - ADAM NESBITT DOWNHILL DERBY & CAR SHOW – APRIL 30**

You're invited to take part in the **11th Annual Adam Nesbitt Downhill Derby and Car Show!**

**Where:** Gunston Middle School  
2700 South Lang St, Arlington, VA 22206

**When:** Thursday, April 30, 1:30–4:30 PM  
(*Rain date: May 7*)

This is a fun and inspiring event where students from the Design and Engineering Club showcase and race the derby cars they've built from scratch. Alongside their creations, our classic cars help set the stage for a memorable day of friendly competition and learning. GWC has been an important part of this event over the years, and the students truly look forward to seeing our cars—and meeting all of you—again. Your participation helps encourage the next generation of engineers, builders, and automotive enthusiasts.

**Arrival:** Please plan to arrive at or before 1:30 PM to avoid conflicts with school buses.

**Wrap-up:** The event concludes at 4:30 PM.

If you're able to attend, please let me know. You can contact James Kolody by email or text to confirm:

[grubsworms1@gmail.com](mailto:grubsworms1@gmail.com)

Come out, show your car, and help inspire these young builders! If bad weather is expected, we'll send an update the day before. Looking forward to seeing you there.

## **OPPORTUNITY AT OATLANDS – APRIL 25–26**

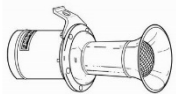
Audrey DeAngelis, Associate Manager of Oatlands Historic House & Gardens (<https://oatlands.org>), has invited the GWC Model A Ford Club to participate in an event on:

- **Saturday, April 25 (10:00 AM – 5:00 PM)**
- **Sunday, April 26 (10:00 AM – 3:00 PM)**

The event will showcase changing technology during the World War I and World War II eras. The plan is to park the classic cars in the carriage circle directly in front of the mansion. The V8 group has expressed interest in attending, and the Model T club is also being contacted. You may participate for one or both days. If you choose to attend, you are expected to remain for the full duration of the day(s). Participants should arrive early and be parked before the event begins.

- Lunch will be provided for volunteers (including us).
- A general waiver must be signed (either in advance when you receive your information packet at the end of March, or upon arrival at the event).
- Audrey understands that we do not drive our cars in the rain and is looking into possible sheltered parking options if needed.

Val Faircloth  
Activities Director



## ACTIVITIES

### April

- TBD –Kenwood Tour of Cherry Blossoms – Kenwood Park, Bethesda, MD
- April 8 (2<sup>nd</sup> Wednesday) – Caffeine Double Clutch (CDC) Breakfast – Fair Oaks Silver Diner – 12251 Fair Lakes Parkway – 9:30am
- April 9-11–ACA Southeastern Spring Nationals—Charlotte, NC
- April 11 – Cherry Blossom Parade – Downtown DC – 10am-12pm – No Spots Left
- April 11-13 – MARC Membership Meet – Nashville, IN
- April 11—BRH Point-to-Point and Antique/Exotic Car Show—Berryville, VA
- **April 15 (3<sup>rd</sup> Wednesday) – Monthly Membership Meeting – McLean American Legion Hall 7:45pm – Jim Cross’ “Tricks of the Trade” seminar**
- **April 18—Small Parts/Technical Day—Edna and James Cross’s, Leesburg, VA—10am-4pm**
- **April 22 (4<sup>th</sup> Wednesday) – Board Meeting – Zoom 7pm**
- April 22-26- Carlisle Spring Small Parts Day – Carlisle, Pennsylvania, Fair Grounds – Wed-Sat 7am-6pm, Sun 7am-12pm
- April 25-26 – Oatlands – Highlighting WWI and WWII Technology – Oatlands, Aldie, VA – Saturday 10am-5pm, Sunday 10am-3pm
- April 25-26 – Gas & Steam Engine Show – Agricultural History Farm Park, Derwood, MD – Sat 10am-5pm, Sun 10am-3pm
- April 30th (rain day backup May 7<sup>th</sup>) – 11<sup>th</sup> annual Adam Nesbit Downhill Derby and Car Show – Gunston Middle School, 2700 South Lang St, Arlington, VA—1:30pm-4:30pm

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## UPCOMING ACTIVITIES (Cont.)

### May 2026

- May 8-9—Mid-Atlantic Pre-War Swap Meet —Comer-Jones VFW Post #621, 218 Veteran Lane, Luray, VA – Fri 7am - 5pm; Sat 7am - 2pm
- May 9—Shenandoah Region AACA 64th Annual Apple Blossom Car Show/Swap Meet—Winchester, VA—8am-3pm
- May 14 (2<sup>nd</sup> Wednesday) – Caffeine Double Clutch (CDC) Breakfast – Fair Oaks Silver Diner – 12251 Fair Lakes Parkway – 9:30am
- May 11-14 – MARC National Tour and Membership Meeting 2026 – Pen Yan, Finger Lakes, NY –
- May 16 – Fairfax Antique Car Show—Old Town Fairfax, VA—10am-3pm
- **May 20 (3<sup>rd</sup> Wednesday) – Monthly Membership Meeting – McLean American Legion Hall, 7:00pm**
- May 25—Memorial Day Parade—Downtown D.C. 6 Spots left
- **May 28 (4<sup>th</sup> Wednesday) – Board Meeting – Zoom 7:00pm**
- May 28-30 AACA Eastern Spring Nationals – Indiana, PA

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**Blue Ridge Races and  
Antique & Exotic Car  
Cruise-In**

**Saturday, April 11th, 2026**  
**Woodley Farm, Berryville, VA**

*Free admission for those arriving in an antique car.  
Bring a Diner. Enjoy the day!  
For more information, please contact  
Michael Morris at 703-577-5702.*

Scan here to visit our website 

April 11



**JOIN US FOR THE 12<sup>TH</sup> ANNUAL  
MID-ATLANTIC PRE-WAR SWAP MEET**

May 8-9, 2026, in Luray, VA

The Mid-Atlantic Pre-War Swap Meet offers auto, transportation, steam and gasoline power plant, antique tools, and farm equipment-related items from the 1800's through the 1940's, including the Flathead V8 era of automotive history through 1953.



**ADMISSION AND PARKING ARE FREE!**

**LOCATION:**  
Comer-Jones VFW Post 621,  
218 Veterans Lane in Luray, VA

**VENDOR SETUP:**  
Thursday, May 7  
after 3:00 p.m.

**PUBLIC ADMITTANCE:**  
**Friday, May 8**  
7:00 a.m. to 5:00 p.m.  
**Saturday, May 9**  
7:00 a.m. to 2:00 p.m.

**Spaces (12' x 30') are available at \$40/ space**

Contact Dennis Fleming at 540-860-1384 or dennis@fairviewnet.com

Sponsored by:  
Shenandoah Valley  
Racketball Chapter of the  
Model T Ford Club International

For more information, visit [www.mapwsm.com](http://www.mapwsm.com)

May 8-9



**MAFCA National Convention**  
**May 31 - June 7, 2026**  
**Pendleton, Oregon**

**MARC NATIONAL TOUR**  
Hosted by Finger Lakes Region of MARC

Penn Yan, NY **EXPLORE FINGER LAKES** May 11 - May 14, 2026



**TOURING!!**

**Arts and Crafts**

**Waterfalls**

**Birthplace of Women's Rights**

**Seneca Lake Wine Trail**

**Corning Museum of Glass**

**George Curtiss Museum**

**Watkins Glen**




May 11-14

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Entries Close  
October 10, 2026

Drawing Date  
October 23, 2026

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checkout

Generously donated by Ron Jennings, this stunning 1930 Ford Model A Town Sedan was lovingly restored by the Evergreen Chapter of the Model A Ford Club of America. Their team completed a full frame-up restoration including new wood, bodywork, rebuilt drivetrain, upholstery, glass, and a beautiful Ford Maroon finish, as well as brand new Goodyear tires and radiator by the MAFFI staff. The vehicle was proudly presented to MAFFI during the 2014 MAFCA National Convention in Puyallup, Washington.

### GRAND PRIZE 1930 Ford Model A Town Sedan

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