

# The Ford Script



Vol. XLIV

January 2023

No. 1



**Milford Sprecher continues as Club President in his own right.**



Dedicated to the restoration and preservation of Model A Fords

**60 YEARS 1963-2023**

# The Ford Script



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

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

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

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

Web Master: Greg Shepherd

## Board of Directors

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## Appointed Positions

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

**Next deadline: January 30<sup>th</sup>**

## PRESIDENTS MESSAGE

Welcome to 2023!



Happy New Year to everyone in the Club! Unfortunately, I ended 2022 and began 2023 with Covid, probably picked up from my trip to France. I am amazed that I have avoided it until now, but I have been pretty sick, even though I usually mask in crowds and have been fully vaccinated. I guess Covid is something we won't be rid of for a while, yet.

We had a great trip to France. I have visited enough Christmas markets to last me for a while. I have to say that the people in the areas we visited really celebrate the season, so it is a lot of fun to visit. The towns we visited were mobbed, which took something away from the experience. Vin chaud, or hot wine, is the drink of the season and is available everywhere.

I rarely see an old car during our European trips. I did see an older Citroen parked on the street and occasionally the old 2CV. When visiting the museum in Lucerne, Switzerland, I saw a photo on the wall that included a 30-31 Model A sedan. Brad Minners informed me that the building in the photo was the old Lucerne train station, which burned in 1971. Thanks to Brad for that piece of information.

We have a new board for 2023. I want to welcome Bill Bass as Assistant Treasurer and Jeff VanGorder as the new Membership Chair. Hank Zajic agreed to be Secretary, but then volunteered to serve as Vice President, as that position was open. The board appointed him to that position at the last board meeting. The Secretary position is open as of now, so if you have an interest in serving in that capacity, please let a member of the board know.

The Club has a library of items that can be borrowed by the members. It has not had much activity recently. Jay Melton wishes to step down as librarian, so we could use someone who could store these items that can be used by members. Please volunteer if you are interested. Here is a link to the items in the library: <http://www.gwcmodeleda.com/library.asp>

Thanks to the members of the board who are rolling off, Paul Bjarnason, Stan Johnson and Greg Shepherd. Greg has been Membership Chair for as long as I have been in the Club and has performed that duty well, in addition to being the Club webmaster. He will continue as webmaster. Stan has filled a variety of positions over the years and I will miss his contributions on the board, but I know we will still see him regularly and benefit from his experience and insight. Paul will remain active in the Club, as well. Maybe he will have more time to work on his Model A. I love his Studebaker, but it would be nice to see his Model A on the road.

I plan to organize my long-promised tour to St. Michaels in the spring, so stay tuned for that. It will be an overnight and should be a lot of fun. We look forward to many activities for the year to come. If there is something you would like to organize or help with, please let Gene or another member of the board know.

Milford

## **REPORT FROM THE BOARD ZOOM TELECONFERENCE**

Board Meeting Minutes  
December 28, 2022



The Zoom-based meeting was called to order by President Milford Sprecher. Present were Milford Sprecher, Doug Tomb, Stan Johnson, Benny Leonard, Bill Sims, Gene Rainville, and Paul Bjarnason.

President Sprecher introduced two key items requiring the board's attention: the annual audit and the appointment of a Vice President.

The board approved the selection of Gerry Olexson to conduct the annual audit of the treasury.

The board approved appointment of Hank Zajic from Secretary to become the Vice President and Program Chairman.

Discussion was held on the idea of electing a Club member to coordinate activities for the female members of the Club.

Discussion was held on the intention to install a memorial to Bill Worsham on the grounds at Sully. Ideas include a bench with placard or by planting a tree in the Model A display area.

John Dougherty reported that the Letter of Agreement has been signed for the Antique Car Show on Father's Day, June 18, 2023. A Car Parking Chairman is needed. Gene Rainville will be the new Judging Chairman. Effort is needed to increase the number of vendors in the Flea Market area. It was pointed out that most auto parts vendors prefer a two-day show because of the effort needed to display their wares.

Paul Bjarnason reported on the 2022 financials. Profit from the 2022 Sully show was \$9,800.

Site of the 2023 Christmas Party was discussed. There is an option to have the party at PJ Skidoo versus the American Legion at Fairfax. Benny and Gene will talk to the American Legion about the plan for 2023

Discussion was held regarding the location and date of the joint meeting of the old and new boards. There is concern expressed by some that there should be some time to let the Covid danger dissipate. The joint meeting may be held by Zoom rather than in a restaurant or home.

Program plans for the coming year were discussed. The January meeting will be an indoor flea market and the February meeting will feature a talk by Jim Baker on the touring modifications he made to his Model A sedan for extended tours.

Gene Rainville reported that potential activities include a trip to the James River in Central Virginia and a tour to Maryland Eastern Shore.

Bill Sims reported that the deadline for input to the January Script is Wednesday, January 4.

Benny Leonard suggested the Club investigate changing the general meeting location to the Fairfax American Legion. It was pointed out that the Club pays \$200 to the McLean American Legion for each meeting there.

Stan Johnson

## **FROM THE EDITOR**

It's hard to believe that it's been 10 years since the Club celebrated 50 years of existence. Which means that this year we will be celebrating our 60<sup>th</sup> anniversary. It's time to party!

In November 2013, I put together a 50<sup>th</sup> anniversary issue separate from the official November issue. In it I included a history of the Club, listings of past Presidents, Carl Patrick Award winners, and Lifetime Members. I also honored our longest-serving member, who was, and still is, Andy Jaeger, who joined in 1969. Amazing! I will try to put something together for our 60<sup>th</sup> and try to include some new things.

## **THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1998)**



Newly elected President Clem Clement wrote in his first Ford Script column that he was very honored to be our president for the coming season and that he and the new board would do their best to provide us with another exciting season of Model A'ing and Club fellowship. He congratulated the past year's president, Millard Springer, and the entire 1997 board for their outstanding leadership, further discussing the active and successful season which had a great deal of accomplishments. No word mentioned of the outcome of Clem's challenge last month for members at the December meeting to compete in telling a Model A-related story; examples were offered as suggestions. Maybe we'll hear results next month? Honest, I won't peek ahead....

Editor Bill brought up the fact that 1998 marked the 20th anniversary of our having hosted the 1978 MAFCA International Meet. Our chapter was written about in the May-June 1977 Restorer issue in an article titled "Our 1998 Hosts, the George Washington Chapter" to familiarize the national membership with us in anticipation of the upcoming meet. It delved into our history up to that point and the entire article was reprinted in our January 1998 Ford Script. It told of how, in 1956, we started as a small group, self-named "The Model A Ford Club Of America," led by Jack Knowles. Oops, the next year it was learned that a national club had been formed in California and by coincidence it was also named the same! So we soon became the "Potomac Chapter" of the national club. GWC was still a small and rather informal group, limited to about a dozen and a half members in order to be able to meet at members' homes. That all came to a change in 1971 when Joe Thoma took the reins as president. Under his leadership the membership limitation was lifted, a place for regular monthly meetings to be held was found, our first show was held, and membership bolted upward to 136 by 1976. The article told of our many activities, which were: regular monthly meetings with a program and an auction, caravans to points of interest or to participate in shows, a "spare parts day" hosted by Walt Bratton where your parts could be restored under the helping hands of experts, a tool collection that members could borrow from, a monthly newsletter, and first and foremost, good fellowship.

January 1998 was flea market night, just as it is now, 25 years later. I guess it could be said, "If it ain't broke, don't fix it!"

Dave Henderson

## TREASURER'S REPORT FOR 2022

By Paul Bjarnason, Treasurer

The Club stayed within or below its budget in all areas and the Sully Car Show was a success with \$9,747 in net profit. The Board at the beginning of the year approved a 2022 budget (see the February 2022 issue of the Script), which anticipated a net loss for the year of \$2,689, which was later increased to \$4,189 by approval of a \$1,500 increase in the scholarship budget (from \$2,000 to \$3,500). The Club finished the year with a profit of \$3,019 instead of the budgeted \$4,189 loss, which results in a budget/actual disparity of \$7,208. This disparity is principally explained by the donation of \$3,000 for future scholarships and underspending the budget by \$4,328 in the following budget areas (\$3,000 + \$4,328 = \$7,328):

	<b>Budget</b>	<b>Actual</b>	<b>Underspent</b>
Restoration of the Smith compressor	\$1,000	-0-	\$1,000
Tours	\$1,200	-0-	\$1,200
Picnics	\$1,200	\$871	\$329
Board dinner meetings	\$1,200	\$601	\$599
Board transition dinner	<u>\$1,200</u>	<u>-0-</u>	<u>\$1,200</u>
Totals of underspending	<u>\$5,800</u>	<u>1,472</u>	<u>\$ 4,328</u>

Financial Statement			
For the Year Ended December 31, 2022			
		<b>Net</b>	<b>Expenses</b>
		<b>Revenues</b>	
<b>Sully Car Show</b>		<u>\$ 9,747</u>	\$ 2,903
<b>Club operations (loss)</b>		<u>\$ (1,214)</u>	\$ 4,800
<b>Christmas Party (loss)</b>		<u>\$ (3,266)</u>	\$ 4,406
<b>Picnics (loss)</b>		<u>\$ (871)</u>	\$ 1,331
<b>Sales of T-shirts, hats and pins</b>		<u>\$ 124</u>	\$ 1,160
<b>Charitable Operations</b>			
Donation received			\$ 3,000
Model A Ford Foundation donation			\$ 500
Armed Forces Retirement Home donation			\$ 500
Scholarships awarded			\$ 3,500
<b>Net deficit (loss) for charitable operations</b>		\$ (1,500)	
<b>Net profit for 2022</b>		\$ 3,019	
<b>Plus - Bank balance December 31, 2021</b>		\$ 35,074	
<b>Bank balance December 31, 2022</b>		<u>\$ 38,093</u>	

Please e-mail me at [paul.bjarnason@gmail.com](mailto:paul.bjarnason@gmail.com) for the full financial statement and notes.

## **A GWC SCHOLARSHIP RECIPIENT'S FAMILY GIVES BACK TO THE PROGRAM**

This story is about how a Model A family has both benefitted from and generously given back to the scholarship program of the George Washington Chapter, Inc. ("Club"). In 2022, the Club gave out five scholarships to deserving young people for purposes of their educations. One of the awardees, Sophia Zadnik, wrote an outstanding story about her family's Model A. This Model A became a member of the family in 1950, when Sophia's grandfather, Valentine Zadnik ("Val"), acquired it, at the age of 16. At that time of his life, Val used his Model A to court his future wife, Sophia's grandmother, Donna. Over the years, the Model A was restored and enjoyed by the family, including serving as the wedding limousine for one of the grandchildren, Abi Tyson. Val passed away December 5, 2021, at 88 years of age, and the car is now held by Val's and Donna's son, Jerry, who is also Sophia's dad. Val was a long-time member of the Club. In Val's memory, Donna Zadnik recently made a donation to the Club's scholarship program to be used for future awards, thus giving back more than was received. Both Sophia's application essay for the 2022 scholarship and Donna's donation transmittal letter (along with three pictures) tell a wonderful family Model A story that spans 1950 to the present.

Paul Bjarnason

### **Model A Scholarship Essay - Model A's make people smile**

By Sophia Zadnik

"AWOOGAH!" When people hear a Model A, it usually makes them smile. They think of those old-time cars in the black and white movies or of Henry Ford, but when I hear a Model A, particularly Grandpa's '31 Tudor, I smile and think of the Sully car show and summer drives in straw hats. I particularly think about the car show because every Father's Day my whole family would go up to Chantilly, VA, and spend the morning eating snow cones and looking at all the beautiful old cars. Then we would have a picnic lunch next to Grandpa's Model A, and occasionally he and Grandma would tell us their Model A stories.

Grandpa was really proud of his car. He would often take me and my sisters out for rides around the neighborhood and tell us to not touch the paint in case we scratched it. He had gotten the car in college but after an accident, had left it to sit on the family farm. After he got married, he, his wife, and 3 sons (my two uncles and dad) worked together to fully restore it. When we were old enough, Dad had all my sisters learn to drive the Model A so we could have a better appreciation for it. To be completely honest, driving it for the first time was terrifying. The clutch was much stiffer than the stick shift I usually drive. There were also knobs and levers, such as the choke and the throttle, that I did not know how to use since they are not on modern cars. The braking was also different. With no hydraulic brakes, the car slowed down a lot slower than I would have expected, so I had to push down harder to brake the same distance.

Grandpa died this past fall and now the Model A belongs to Dad. Since I have shown some interest in learning more about the Model A, my parents signed me and my dad up to drive it in the National Cherry Blossom Parade. I was nervous because I had never driven the car on main roads before. The morning of the parade Dad put me in the driver's seat but unfortunately, I could not start the car. I tried, then Dad tried, then I tried again but the car would

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## Model A Scholarship Essay (Cont.)

not start. I started inwardly panicking and hoping we would not be stuck and unable to get to the parade. Then Dad noticed that the key wasn't turned on. After turning the key, the car started beautifully. We made it downtown with no further accidents or problems. The Parade didn't start for another two hours, so we spent a great time talking to the other car owners about the different traits and parts of each other's Model A's.

Dad had me drive again once the parade started, but a combination of a slow parade and a stiff clutch made my toes go numb until I remembered that I could put the car in neutral. There were a lot of people asking us to honk the horn. Unfortunately, it stopped working after only a couple of honks. The parade itself was so much fun. It was a surreal experience and I'm so glad that our Model A was able to make so many people smile.

After we got home, Dad and I worked together to fix the horn. He suspected the problem was just a bad connection. I removed it from the car and we cleaned off some rust, oiled the armature bearings, cleaned the brushes, and turned the adjustment screw until it let out a clean and crisp "AWOOGAH". Then we put it back together and reattached it to the car. Even though that was a simple fix, it felt really satisfying fixing something on that car with my dad. He said that the horn now sounds even better than he ever remembers it sounding.

I'm glad that I now have some of my own Model A stories to share, some of which are the Sully Car Show, the National Cherry Blossom Parade and helping Dad fix the horn. I like looking at the Model A's antique body style, listening to its shaky engine when it starts up, and hearing that classic horn. I think Grandpa too would also be glad that I have taken a liking to his car, as it was his pride and joy. Model A's make people smile. "AWOOGAH!"

### **Donation Transmittal Letter**

By Donna Zadnik

Dear Paul,

Please find enclosed a check to put toward the college scholarship fund for young folks related to the GW Model A Club. This is in memory of: Air Force Lt. Col. Valentine Zadnik, PhD Geology and past editor of the Ford Script.



Donna and Val with  
Model A, Nov. 2020

My dear husband, Valentine Zadnik, died last Dec. 5, 2021 at the age of 88 with the complications of a type of Parkinson's disease. For years we both attended the Model A Club meetings together and enjoyed the friendship and camaraderie, and Val was the editor of the newsletter for several years before turning that over to Bill Sims.

We had four kids who enjoyed our 1931 Model A Ford, which Val had bought in the small town in Auburn, Ohio, where we grew up. He bought it at the age of 16 (1950) for \$20, rusting in a local farmer's hayfield.

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## Donation Transmittal Letter (Cont.)



Val and Donna Zadnik's kids  
(Rudy, Jerry Tony, & Janelle) on  
the old rusty Model A In Auburn,  
Ohio, about 1968

Val made it run and painted it green with a paint brush. It got a leaky radiator when teenage Val ran it into the back tailgate of a pickup truck which had stopped quickly at a railroad track. The A was left sitting in a barn with a leaky radiator while Val and I (high school sweethearts), went to college, got married, and eventually moved to Arlington, VA.

When we visited the farm in Ohio, our four little kids only got rides so long as the radiator would hold a couple of gallons of water. But when they got to be teens, they towed it 350 miles to our place in Arlington, VA, dreaming of taking it to the prom. They left it in only half-done condition in our driveway, under a tarp in the snow the next winter, as they headed for college. Old parts and boxes of new parts were stored under the beds and in the closets for years.

Our oldest son, Tony, died of a motorcycle accident at age 24, just as he was finishing up college. With his small life insurance policy, we built a garage, "Tony's garage". We moved the Model A into the garage, and joined the Model A Club.

That next Saturday, Bill Springer held a big "brake workshop" in his big garage. Valentine jacked up the front of the Model A, took out the front axle with brakes, wheels and tires, loaded them into the trunk of our old Plymouth Valiant and headed for the workshop at 7 am. We stayed until 11 pm but brought home a super shiny front axle and wheels, two hub caps, and two tires of better quality given to us by another member of the Model A Club. It looked mightily out of place on the front of that super rusty Model A Ford. Sons Rudy and Jerry unfastened the upper body from the Model A and hung it from the rafters on the newly built garage. It hung there while the bent frame of the Model A, leaning against the back chain link fence, was straightened with a sledge hammer swung by Jerry. Daughter Janelle and I started sanding the rust, filling the dents with body putty, and rub, rub, rubbing.

We lined the inside of the garage with plastic sheeting for a paint booth, and a friend of son Jerry's came to spray paint a fine coat of original color "Kewanee Green" paint over the body and add "Apple Green" pin stripes to match the wheels. It was finally in good enough condition to bring to the Sully Car Show.

The kids grew up, got married, and had grand kids!! What fun, and how precious that Model A became to our family. Now, the grand kids have started having a great-grand-family—and those will be coming to Sully next year.

So now, in Memory and Honor of our Dad, Grandfather, and now Great grandfather, we are making a donation to the Model A Club to help out with the Scholarship Program, which seems like a great way to spread the hobby and bring some smiles of happiness.



Very Sincerely  
Donna L. Zadnik

Wife of Air Force Lt. Col. Valentine Zadnik, PhD Geology and past editor of the Ford Script.

## GWC - NEW MEMBERSHIP CHAIR, DUES

As most of you know, I am stepping down from the Board as Membership Chair after 11+ years in the role. It's been great serving our Club and enjoying all the activities with the members and making new friendships along the way. I will still be the Webmaster for the Club and a member, so will be around and of course can always be contacted at: [Shepman@gmail.com](mailto:Shepman@gmail.com)

Your new Membership Chair is long-time member Jeff VanGorder and his email address is: [JEFF.L.VANGORDER@GMAIL.COM](mailto:JEFF.L.VANGORDER@GMAIL.COM)

I leave you in great hands and excited to see the Club grow.

NOTE that there will be a transition period for collecting dues for 2023. Hopefully less confusing this way. I will still be collecting and tracking up to the last day in February. For all other things Membership Chair-related, Jeff is your contact.

And given that there are still around 60 people not paid up for 2023... Dues are Due! The amount is the same as previous years, so it's still only \$20 for an email full year membership. This includes access to the monthly newsletter as well as exclusive activities like tours, our high-profile parades like Memorial Day and July 4th as well as our Holiday and summer parties.

You can send in a check made out to GWC for \$20 (\$30 for those still grandfathered in that get the paper copy of the Script) and mail it to:

Greg Shepherd  
3715 Brices Ford Ct  
Fairfax, VA 22033

Electronic payment is also an option:

Paypal: [Shepman@gmail.com](mailto:Shepman@gmail.com) (and pick the friends and family option)

Venmo: @Greg-Shepherd-92

Zelle: 703-475-6513

Those that have received Lifetime Member status do not have to pay. And while I appreciate people trying to get ahead by paying future year dues, this can become problematic if the dues are raised in future years, people leave the club, etc... So, payment for future years will not be accepted and the payment canceled/not accepted. Thanks for understanding.

Greg Shepherd



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## MEMBERSHIP REPORT

Happy New Year... What better way to start off the new year than a drive in an old car. I am looking forward to some fun times in 2023. Few items to pass along.

Final Stretch for 2023 dues. We have had a good response on collecting dues, but we still have about 60 people outstanding. The cost is the same as previous years: \$20 for members with email and \$30 for those legacy members that already receive the Script on paper.

Contact Shep if you have a question on if he has received your dues or not.

You can send your money via PayPal by using [Shepman@gmail.com](mailto:Shepman@gmail.com) and make sure to pick Friends and Family as part of the process. Venmo is also available; use @Greg-Shepherd-92 And finally Zelle can be used with Greg's phone number: 703-475-6513.

For the more traditional route, the mini membership application that can be used for renewal is below. Please print out and indicate in the application form any changes to your info (phone numbers, emails, addresses, etc.) when you mail the check in. Please make the check out to 'GWC Inc.' and send to:

Greg Shepherd (GWC Membership Chair)  
3715 Brices Ford Ct.  
Fairfax, VA 22033

**The hard deadline is: February 28<sup>th</sup>, 2023**

Jeff VanGorder

For membership renewal, just mark any changes to existing information. **No need to fill out the entire form**

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### George Washington Chapter Inc. Model 'A' Ford Club Application

Names- First \_\_\_\_\_ Spouse \_\_\_\_\_ Last \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (H) \_\_\_\_\_ (C) \_\_\_\_\_ (B) \_\_\_\_\_

E-mail \_\_\_\_\_

Model A's owned:

1) \_\_\_\_\_

2) \_\_\_\_\_

3) \_\_\_\_\_

## NEW CAR MAGAZINE

I recently learned of a new car magazine on the market. It is called "Crankshaft" and is a quarterly publication edited and published by Richard Lentinello, formerly editor of Hemmings Classic Car (HCC). I had noted Richard's final column in Hemmings Classic Car about a year ago and assumed he would show up somewhere else. Crankshaft is the publication he started after leaving HCC.

Billing itself as a "Quarterly Journal of Fascinating Automobiles," Crankshaft is more than a magazine. The web site calls it a book, albeit soft cover, with a variety of articles and features about vintage cars, both domestic and imported. Page count is around 145, so it is not something one reads in one sitting.

Crankshaft has high quality writing and photography and is a cut above the normal car or club publication. Whether it is filling a niche that needs filling is not yet clear, but for those of us who enjoy reading about antique and vintage cars, it is worth a scan. Single issues and yearly subscriptions are available at [www.crankshaftmagazine.com](http://www.crankshaftmagazine.com).

Milford Sprecher



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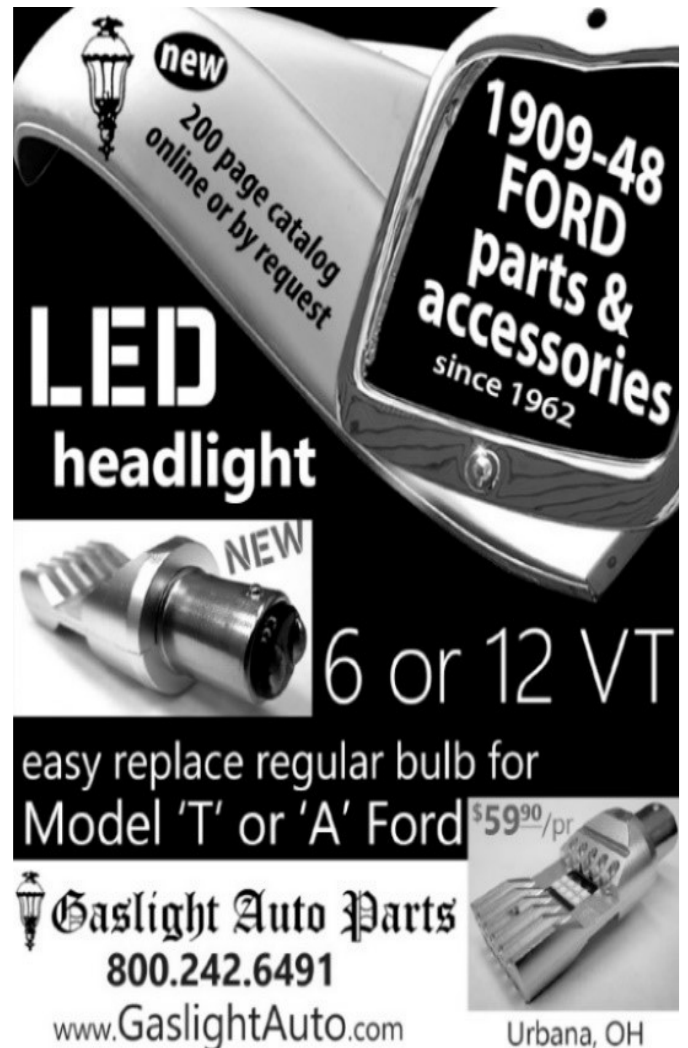
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## **GWC 2022 SURVEY RESULTS**

The Strategic Planning Committee completed the analysis of your survey inputs. Please see below for your review and comments. Submit all questions and comments to Gene Rainville "[rainvillegl@gmail.com](mailto:rainvillegl@gmail.com)". The Board plans to discuss the Survey in detail at our next Board Meeting this month. If you made comments as part of your survey, you do not have to repeat them to me. I have them and they will be part of the Board discussion. Note that some questions had a weighted average of your inputs - so the lower the number means that that item is more desirable than the next higher number. Please relate your comments to the results of the survey.

Thank you  
Gene Rainville

### **GWC STRATEGIC PLAN OBJECTIVES**

Support Sully through at least Sully 50  
Identify current state of GWC – survey  
Provide members exciting Model A fun things to do  
Review Club activities and make changes as required

Approximately 130 surveys were distributed

- Approximately 2 months were provided to complete the survey
- Only 28 surveys were submitted for analysis

### **SECTION I. SURVEY ANALYSIS--DEMOGRAPHICS OF PARTICIPANTS**

#### **QUESTION 1. Age Grouping**

- |           |    |
|-----------|----|
| • 18 – 39 | 2  |
| • 40 – 59 | 4  |
| • 60 – 70 | 10 |
| • 71 – 80 | 9  |
| • 81 – 87 | 2  |
| • 88 +    | 1  |

**TAKE AWAY – LARGEST MEMBER GROUPINGS IS 60 – 80  
DUE TO LOW PARTICIPATION, THE HEALTH OF THE GWC CANNOT BE ACCURATELY  
DETERMINED.**

#### **QUESTION 2. Activity prevention (reason)**

- |  |   |
|--|---|
| • Able to participate in all activities            | 8 |
| • Working – evening & weekend participation only   | 8 |
| • Activities that are not strenuous                | 2 |
| • Prefer one day activities                        | 5 |
| • Live too far away                                | 2 |
| • Do not participate – will remain a member of GWC | 2 |

**TAKE AWAY – WITH SOME RESTRICTIONS, 23 OF THE 28 PARTICIPANTS STATE THEY  
CAN AND DO PARTICIPATE IN CLUB ACTIVITIES.**

>>>>>>

**GWC 2022 SURVEY RESULTS (Cont.)**

**QUESTION 3.** Car club affiliations

- Participants have at least one other car club affiliation 7
- Participants have two other car club affiliations 5
- Participant have more than two car club affiliations 4

**TAKE AWAY – 12 PARTICIPANTS ONLY BELONG TO GWC**

**QUESTION 4.** % of time devoted to GWC/versus other clubs

- 2 – Participants spend 10%
- 2 – Participants spend 20%
- 9 – Participants spend 50%
- 11 –Participants spend 100%

**TAKEWAY – MOST PARTICIPANTS SPEND A LARGE % OF THEIR TIME ON MODEL A ACTIVITIES.**

**SECTION II. ANALYSIS OF MONTHLY MEMBERSHIP MEETINGS**

**QUESTION 1.** Distance participants live from American Legion Hall

- 10 miles or less 4
- 11 to 20 miles 8
- 21 to 30 miles 11
- 31 to 50 miles 5

**TAKE AWAY – 23 OF 28 PARTICIPANTS LIVE WITHIN 30 MILES OF THE AMERICAN LEGION HALL; 16 OF 28 PARTICIPANTS LIVE BEYOND 20 MILES FROM THE AMERICAN LEGION HALL**

**QUESTION 2** Number of monthly membership meetings participants attend during the year

- 10 to 12 meetings 6
- 7 to 9 meetings 4
- 4 to 6 meetings 9
- do not attend meetings 9

**TAKE AWAY – 18 OF 28 PARTICIPANTS SELDOM ATTEND MEETINGS OR NOT AT ALL**

**QUESTION 3.** Situations as it relates to meeting attendance

- Don't attend meetings because of night driving 3
- Would attend more meetings if in daylight hours 2
- Prefer to use the Script to keep up to date 6
- With a ride, i would attend more meetings 5
- Do not attend membership meetings 2

**TAKE AWAY - 10 PARTICIPANTS MIGHT ATTEND MORE MEETINGS IF THEY WERE IN THE DAY TIME OR IF THEY HAD A RIDE TO THE MEETINGS.**

>>>>>>>

## **GWC 2022 SURVEY RESULTS (Cont.)**

### **QUESTION 4.** Types of meetings that best suit members needs

- In-person meeting each month 13
- Zoom meeting each month 2
- In person once per quarter with zoom the other two months 4
- Do not attend membership meetings 7

### **TAKE AWAY – PARTICIPANTS THAT ATTEND MEETINGS PREFER IN-PERSON MEETINGS**

### **QUESTION 5.** What membership meetings should look like

- 30-minute business, 30-minute social, and 30-minute presentation 9
- Meetings should not last more than two hours 5
- Meetings should include a guest speaker 12
- Presentations should be germane to Model A experience and should last about 30 minutes

### **TAKE AWAY – MEETINGS SHOULD BE STRUCTURED AND PLANNED IN ADVANCE**

**QUESTION 6.** – Guest speaker topics for a meeting. (When each respondent filled out the survey, questions 6 and 7 in this section and questions 2 and 3 in Section IV had instructions to rate the items from 1 to 10, with 1 being most desirable and 10 being the least desirable. All 28 participants did that, so it was just a matter of adding up the numbers and the items with the lowest number is what people prefer over the next higher number.)

- Model A technical presentation 54
- How to make adjustments on Model A's 56
- Presentation on tours members participated in 73
- Presentation on the history of the Model A 86
- Joint meetings with other Ford clubs 97

### **TAKE AWAY – AS A WEIGHTED AVERAGE, MOST PARTICIPANTS PREFER PRESENTATIONS ON THE MODEL A IN THE FORM OF TECHNICAL TIPS OR HOW TO ADJUST SOMETHING. NOTE: MUCH INTEREST IN PARTICIPATING IN JOINT EVENTS WITH OTHER FORD CLUBS**

### **QUESTION 7** – Preferred times and days for meetings

- Monday at 7:30 pm 45
- Tuesday at 7:30 pm 53
- Wednesday at 7:30 pm 61
- Thursday at 7:30 pm 65
- Friday at 7:30 pm 95
- Saturday at 10:00 am 102
- Sunday at 2:00 pm 102

### **TAKE AWAY – BASED ON A WEIGHTED AVERAGE, PARTICIPANTS PREFER MONDAY AT 7:30 pm**

**GWC 2022 SURVEY RESULTS (Cont.)**

**SECTION III. ANALYSIS OF CONDITION OF INDIVIDUAL MODEL A's**

**QUESTION 1.** – The condition of individual Model A's

- good working order and ready to drive 17
- not drivable 2
- fuel issues 3
- electric issues 2
- engine issues 2
- drivetrain issues 2
- tire issues 1

**TAKE AWAY – MOST PARTICIPANT HAVE DRIVABLE MODEL A's. HOWEVER, SOME ALSO HAVE ISSUES WITH THIER CARS.**

**SECTION IV ANALYSIS OF ACTIVITIES OF INTEREST**

**QUESTION 1.** – Activities participants participated in

- 2021 annual picnic 11
- 2021 Smith compressor day 8
- 2021 fall tour country drive and winery 4
- 2021 Christmas party 13
- 2022 Sweet Heart dinner 0
- 2022 Sully volunteer 15
- 2022 Sully participant 12
- 2022 MAFFI event – Model A Day 0
- 2022 AACA event 7
- 2022 local parades 9
- 2022 Old Town Fairfax car show 4
- 2022 Greenspring car show 3
- 2022 Manassas Edgar Rohr car show 3
- 2022 fall tour and picnic 7
- Did not participate in any activities 4
- 

**TAKE AWAY – PUTTING SULLY ASIDE – ANNUAL PICNIC, XMAS PARTY, LOCAL PARADES, SMITH COMPRESSOR DAY, AACA EVENT, AND FALL TOUR/PICNIC ARE THE MOST POPULAR.**

>>>>>>



## **GWC 2022 SURVEY RESULTS (Cont.)**

### **QUESTION 2.** Types of tours that may be of interest to you

- One-day tours 73
- Two-day tours 134
- Three-day tours 165
- ice cream social 142
- tech days 108
- picnics 96
- Christmas party 106
- Sweet Heart dinner 179
- pot luck events 135
- Sit and Sips or similar activity 162
- car shows, to include Sully 91
- parades 163
- 

**TAKE AWAY – BASED ON THE PARTICIPANTS THE MOST POPULAR EVENTS ARE ONE-DAY TOURS, CAR SHOWS, PICNICS, CHRISTMAS PARTY AND TECH DAYS.**

### **QUESTION 3.** – Most-desirable tours

- museums 93
- national parks 78
- car shows 106
- tours with special events 69
- swap meets 132
- MARC – with a one-day reach 115
- MAFFI- with two- or three-day reach 152
- local poker run 115
- local wine tour 72
- drive in country with a lunch stop 70
- 

**TAKE AWAY – BASED ON THE PARTICIPANTS, THE MOST POPULAR TOURS ARE SPECIAL EVENTS, DRIVE IN COUNTRY, LOCAL WINE TOURS, NATIONAL PARKS, AND MUSEUMS. LEAST POPULAR--MAFFI, SWAP MEETS, MARC, AND POKER RUNS.**

## **SECTION V ANALYSIS OF WILLINGNESS TO SUPPORT GWC**

### **QUESTION 1.** – What leadership role members are willing to perform

- President 2
- Vice President 2
- Secretary 1
- Treasurer 2
- Activitiy Chairman 3
- Script Editor 2
- Membership Chairman 4
- Sully Chairman 2
- activity leader 8
- tool chairman 2

## THE MARC MILEAGE PROGRAM—A CALL TO JOIN

As we head into 2023, I'm sure that everyone's thoughts are on driving your "A" in the new year. Cricket was under the weather all spring and summer with a blown head gasket and an electrical glitch that proved to be just about impossible to trace down. Those have been taken care of, but I still want to replace the steering box (it leaks like a sieve) and I discovered the rear spring center nut was missing when I was crawling around underneath doing a grease job. I need to get those projects completed before this spring so Carol and I can make more events this year. Events mean driving, driving means miles and miles mean progress toward the next level award in the MARC Mileage Program.

What is the MARC Mileage Program you ask? 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, and I am the Club's coordinator whose job it is to gather Club members mileages and report them to Betty. Betty uses the published 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 are planning to go to any of the GWC events this year or maybe even a MARC or MAFCA meet (it doesn't have to be a MARC-sanctioned event--miles are miles), why not make your miles count by joining in 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) 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. You can find more information on the MARC website and can print out a registration form, or you can contact me, Jim Cartmill, by phone at home (540-743-5510), by cell (540-878-8819), or by email ([cartmill@embarqmail.com](mailto:cartmill@embarqmail.com)).

It's really quite painless, all you have to do is send me your registration odometer reading when you join and then your reading at the end of the year. I'll be sure and hound you for the latter. We currently have 13 members in the program and that's an unlucky number so please join the program.

Jim Cartmill



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## MODEL A ARCHEOLOGY

### PART 1. ANNIE'S A: "INTRODUCTION"

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. As you can see, she is outfitted in an unassuming black paint job that is probably a repaint. There is no evidence of the pinstripe even the most humble Model A received at production. She carries engine serial number A4278399. There is a possibility this is the exact engine the car was built with, but that is getting way ahead of the story.



Annie's A is THE Model A that got me hooked on old cars. I cannot remember a time without her presence. She was always there in the background, something I could see, touch, sit in and pretend to drive (I did that a lot back in the late sixties). There are other stories told by other people who bought their first Model A when they were young teenagers and promptly started fixin' em and drivin' em... and now decades later have a long and deep history and practical knowledge with the Model A. This is not that story. I am not that guy.

Revitalizing Annie's A has always been a dream of mine, and so far I have been ok with being a dreamer. I've spent my time on many other terrific opportunities and pressing responsibilities across the years that have kept my hobby interests a little suppressed. I have dabbled in what now amounts to a fleet of interesting, albeit not-very-old cars, including: a '67 Renault R-10 with automatic transmission (a terrifically fun driver but boy was that transmission weird! Even the Renault people had trouble figuring it out), a '68 Olds F-85 that I drove cross country twice, a '69 Cadillac de Ville convertible, a '68 Buick Skylark Custom convertible, a '58 Mercedes 190 SL, and a '67 Continental convertible. I lean a little extra hard toward the rag-tops! Today they are all part of a ghost fleet in the memory banks of "wish I coulda kept them all." I do still have the Lincoln and of course, Annie's A. Luckily, she has been very patient and well protected over the years. The most recent addition is Smokey, Clem's wonderful '30 Cabriolet.



I can distinctly remember as a kid, thinking "Wow! That Model A is *almost fifty years old!* That's a really old car!". Well, now I am *far-north* of fifty myself and Annie's A is north of 90! I look nothing at all like I did back then. Annie's A, on the other hand, is a spittin' image of herself from back in the '60's. In fact, Annie's A is a spittin' image of herself back in 1947 when she was just a teenager. That is because she has been virtually untouched since then. 1947 is the year I can trace her history to with certainty. It's a time capsule of a car that has gone mostly unmolested for 76 years! There is a chicken coop side-bar we'll eventually have to discuss that might be the exception to "unmolested." Is any Model A story complete without the darn chickens?!



## MODEL A ARCHEOLOGY (Cont.)

Even with 76 years accounted for, that leaves 16 unknown years. Sixteen years is more than a lifetime in the lifespan of the average car and plenty of time for all sorts of crazy stuff to happen. Stan Johnson has a great thought that captures the problem, "It's the time when the car hits the danger zone on the value curve. It is in danger of being junked or purchased by a teenager as his first car. Modification, replacement of components, scavenging parts all become very real." Annie's A was not immune from this reality. By 1947 there was just enough quirkiness going on with Annie's A that, as Ricky Ricardo may or may not have actually ever said, "Luuucyyy (Annie) you got some 'splainin to dooo"!

I'm calling the project I am undertaking "Model A Archeology." Like an archeologist, I intend to slowly and gently scrape away the grime, graa-doo (synonym for chicken poo), and other distracting layers to try to understand and document the real origins of this car. I want to try to fill in the gaps of the missing 16 years of history and see if any remaining mysteries of Model A's in general might get unlocked in so doing. Who knows, maybe this very preserved humble Tudor will create some new mysteries of her own for the Model A community!



At the end of the project, I want Annie's A to be:

1. Understood and well documented.
2. Fun and Safe to use.
3. Used.
4. Accurate to its history and the period.
5. Fun and Safe to use.
6. USED!



See how "fun and safe to use" and "used" got repeated in the list? That's because in the end, that is what I want most of all and right now is exactly what is missing.

So ... it's time to open up the time capsule and examine, enjoy, marvel and scratch our heads a bit over what we find inside. I have done a lot of reading over the years and have been pouring through the Judging Standards and other publications of the Model A world to strengthen my base knowledge. I feel pretty sharp on a lot of details and have absorbed as much information as I can. I am ready to FINALLY start the real journey and get my hands dirty!

This is going to be a marathon, not a sprint. I ask all of you to be my accountability partner. Don't let me slack off. Keep me on point and moving along. I'll keep everyone posted how the project is coming along and any discoveries that are made via Script articles. If you think I'm slacking off, give me a kick in the pants. The collective knowledge of the Club is amazing and I plan to tap into it along the way. I'm not writing these articles to bring answers to the table, I'm writing them to raise questions and encourage conversation. Feel free to ask questions and provide opinions along the way. I know they will be forthcoming whether I ask for them or not! I am sure there will be occasions where I will need to lean on the Club's collective experience, knowledge and muscle to make progress. I'm stoked! Let's go!

Next Time: Model A Archeology Part 2--Annie's A: "The People and Some History"

Hank Zajic

## **FROM YOUR ACTIVITY CHAIRMAN**

The last part of December was quite cold but the New Year brings warmer weather at least for a while. It's time now to start thinking about what we will be doing in 2023. We have a lot of events planned for the year, some you experienced in the past and some new tour ideas that will be forthcoming in the near future. Great events are planned for 2023. These include the "Roaring Twenties – Model A Day" at the James River State Park in April; "Saint Michaels" Tour in May; "Shenandoah Valley Steam & Gas Engine Show" in July. You can look forward to our annual Small Parts Day at Benny's on May 29 from 10:00 to 4:00, picnics in April, July and October of this year. Don't forget Sully on Father's Day and, of course, our annual Christmas Party at the Fairfax American Legion Hall on December 2. Lots of other fun activities planned as well for 2023. I hope to see you and your Model As this Model A Year.

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

## **COMING EVENTS**

### **January**

January 11 (Wednesday) - GWC & CDC Breakfast at the Fair Oaks Silver Dinner – 12251 Fair Lakes Parkway, VA

**January 18 (Wednesday) - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m. Semi-annual flea market. No general meeting.**

**January 26 (Thursday) – Board Meeting – In person – Mylo's – 6238 Old Dominion Dr. McLean, Va. – Dinner starts at 6:00 pm and the meeting at 7:30 pm.**

### **February**

February 8 (Wednesday) GWC & CDC Breakfast at the Fair Oaks Silver Dinner – 12251 Fair Lakes Parkway

**February 15 (Wednesday) - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.**

**February 23 (Thursday) – Board Meeting – Zoom - 7:30 pm.**

### **Save the Dates**

April 15 – Cherry Blossom Parade – Washington, DC – Jason Cunningham Tour Guide

**April 21 thru 23 – Roaring Twenties – Model A Day at the James River State Park – Gene Rainville Tour Guide**

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

May 18 - 20 – AACA Spring Meet in Gettysburg, Penn.

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## INDOOR FLEA MARKET AND SWAP MEET TIME

The January meeting will be our indoor flea market and Swap Meet. Bring your great stuff - and you may not have to cart it home with you! Bring your junk – and if you price it well enough you still may not have to cart it home with you!! Come to buy, come to sell, come to swap treasures, stories and good times with old friends. Just come! Rumor has it Stan Johnson is bring enough stuff to build a Model A using nothing but antique woodworking tools and C-clamps! See you then.

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Gene Rainville stood in for Milford Sprecher in moderating the Brown Bag meeting. At left is Loretta Metcalf opening her prize.



At the right is Stan Johnson pondering what he's won.

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