

# The Ford Script



Vol. XLV

April 2024

No. 4



Dedicated to the restoration and preservation of Model A Fords  
61 Years 1963-2024

# The Ford Script



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

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

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

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

Web Master: Greg Shepherd

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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, April 29th**

## **PRESIDENT'S MESSAGE**



Spring has sprung. I have taken advantage of the season to drive my car a good bit. I made two trips to the Kenwood neighborhood in Bethesda to take some photos of my car with the cherry blossoms. (See the Script cover.) Too late I realized that might have been a good quick tour for the Club. Hopefully I can organize something next year.

I got a copy of the tour booklet for the Virginia Northern Neck tour put together by Woody Williams over twenty years ago. That was quite the tour, which included a boat ride over to Tangier Island. I will work on putting a tour together, maybe for the late fall. I have never really been to the Northern Neck, so scoping out a tour there should be interesting. I will try and get it scheduled so people have adequate time to get it on their calendars.

I had originally thought going over to Tangier was a bit much, but I think it might be a nice addition to the tour. I have never been to Tangier, so I would like to go. I knew someone whose family was from there and my grandfather grew up in Maryland not far from there, so I have been aware of it for years. If anyone wants to help me organize the tour, please let me know. It's nice to have someone to work with on these things, although I will try and conjure the spirit of Woody Williams as I work on it.

There are short articles in this Script about two awards the Club makes: the Carl Patrick Award and the Lifetime Membership award. If you have suggestions for either, read the articles or check on the Club's web site.

Car activities have started up. I attended both the Chesapeake AACA and Sugarloaf Mountain AACA chapter swap meets. Not a lot of Model A parts at either, although Dave Sturgis of the Baltimore club had his usual spot at the Howard County Fairgrounds and Bill Broadmore had a spot in Westminster. I bought things I needed/wanted for my 51 Ford at both, but nothing for either Model A.

I made immediate use of the listing of services vendors in last month's Script, so that has been a good service to the Club.

The MARC membership meet is in Joliet, IL. I am heading out there as is Bill Bass, so I will report on that next issue.

Get your Model A tuned up and out on the road. Small Parts Day next month will be an opportunity to get things in good order for the spring and summer.

Milford

## **FROM THE EDITOR**

That was awful about the Key Bridge collapse. I never drove over it, but I do remember going under it. The occasion was a GWC tour and cruise on the Liberty Ship John Brown out of Baltimore Harbor. I remember the Cartmills and Phillips were 2 of numerous couples from the Club who went. We sailed under the Key Bridge out to the Chesapeake down to the Bay Bridge and back. No idea when that was and couldn't find the Script write-up. We should do it again.

Bill Sims

April 2024

## FROM THE ZOOM BOARD ROOM

Board Meeting  
March 28, 2024



Milford Sprecher President called the GWC board meeting (Via Zoom) to order at 7:00 PM. Board members in attendance: Milford Sprecher, Don White, John Dougherty, Doug Tomb, Jeff VanGorder, Bruce Metcalf, Valerie Faircloth, Bill Bass and Dave Greenwood.

Activities: The Berryville, VA, Point to Point races are March 30 and several members are attending driving their Model As. The hosts are providing free admission to any member driving their Model A and has a special location designated for the cars.

Small Parts Day—things are set for April 21 and, with Board approval, a portion of the Peyton Randolph Memorial Fund will be used to help offset costs of the event.

Val is finalizing the details for the July 20 picnic at the Sully Plantation Park, catering by Mission Barbeque. The contract has been signed for the December 7 Christmas party.

Treasurers report: Doug said he is waiting for the end-of-month bank statement and will update the Board when it is received. He has been depositing dues and vendor fees since last month.

Sully #49, & 50: Things are moving along well. John said we have sold 6 spaces for the Flea Market; he has spoken to one of the major food vendors, who is signing up. He also has a person wanting to list 3 cars at the car corral. Registrations will open in April.

Membership: Jeff has received a few more membership dues, so he is ready to finish the printed Roster once he finalizes the advertisers.

Programs: We are going to make the April program about what hobbies other than Model As members have. Jeff will send out a request for April speakers; Don will lead it. May will include Judging practice for Sully.

### General Discussion:

Carl Patrick award, life-time memberships, future programs on how to use a multi meter on your Model A and carburetor flow jet testing, next spring Kenwood Cherry Blossoms.

The meeting was adjourned at 8:00 PM.

Dave Greenwood  
Secretary

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

President Clem Clement, in his President's Computer Script column, spun a winding tale about an imaginary worn out Model A part. It came off and was repaired with another worn out part. Clem said it was installed and "worn out some more. Off it comes again, and on and on ...."



Later in the issue he talked about a small group consisting of Clem, Dave Henderson, Wayne Lee, and Wayne's friend Doug, who arose in the wee hours of the a.m. to head out to attend Cowtown. They arrived just as vendors were beginning to set up at the huge flea market held in the mainly unheated buildings of a rodeo facility in South Jersey on Route 40E near Woodstown, about twenty miles from where Clem grew up. Besides the March AACA flea market we were attending, he said, "It's rodeo and used socks and beer every Saturday night in the summer, and I went there in the forties for the goils." Continuing, he spoke of the vendors and the buys. "The IQ of Cowtown remained low and by looking at some of the men there, the number of people and the number of original teeth was about the same. We all bought rusty bent junk to our hearts' delight, resulting in our van rattling all the way home".

The "regional concept" for GWC had come to fruition, with 20 regions consisting of the members residing therein, and a voluntary Captain for each. Members were encouraged to contact their Captain and keep him informed as to what they needed and what was going on.

George Smolenyak Jr. contributed an article entitled "Why does my light switch rattle." The cure was a .006 brass bushing that Ford released for use in Gemmer and Ford steering boxes, to be installed in the top of the steering shaft near the threads, that took up almost 1/64 worth of play between the light switch tube and the inside of the steering shaft. He said the tiny bushing was probably the most forgotten part on the Model A. He gave full instructions on how to install one and even Walt's part number.

Events coming up: Maryland history in the countryside tour by Andy Pogan; 41st. Apple Blossom Meet at Winchester with a huge flea market, caravan to be organized at the upcoming meeting; the City of Fairfax Heritage Week antique car show with antique flea market, Civil War encampment, door prizes and live music; and the annual Chesapeake Beach Railway Museum Antique vehicle run with a Model T take-apart car and Dixieland music.

At the upcoming meeting, Bill Beardmore would do a presentation on how to restore old license plates and make them look like new.

Dave Henderson

## THE MARCH MEMBERSHIP MEETING

March 20, 2024, Members meeting--we are all getting our cars ready for Spring. This month's presentation was on "Getting ready for Summer /touring with an emphasis on staying sharp on basic Model A skills."

President: Milford Sprecher convened the business meeting at 7:45 with the Pledge of Allegiance. We had 25 members and guests present and 4 online with video. Members online expressed appreciation for being able to participate and attend remotely. We invested in a new microphone and camera set-up and are looking for feedback to improve the experience.

Treasurer: Bill Bass presented an abbreviated treasurer's report telling the Club that as of February 28, 2024, we have a balance of \$24,977.73 plus \$10,000 in CDs. The GWC has also received the 2023 Financial Audit and thanked Gill Beckner for completing the audit. The results show our finances are correct.

Activities: Valerie Faircloth gave the group a summary of the GWC-sponsored events and a list of upcoming events of interest to members.

- Cherry Blossum Parade April 13—the car registration is full.
- Small Parts Day at Benny Leonard's April 21 10AM - 4:00PM
- Sully Car Show June 16. See John Daugherty to help with the event.
- Summer picnic at Sully July 20
- Christmas party at the Fairfax VFW is reserved for December 7,
- Two tours are being considered for 2024, one to Orange, VA, and the other to Northern Neck. Details are being developed. A 2002 Northern Neck brochure was circulated for review to help plan for the 2024 event.

Sully: John Dougherty reported that things are progressing. He circulated a sign-up sheet for volunteers and Gene Rainville, the Chief Judge, circulated a sign-up sheet for judges. At the May meeting, there will be more information on judging. John has flyers for vendors and save-the-date flyers for distribution. John gave the projected weather forecast for the 2024 show.

Programs: Don White is looking for presenters for future meetings. Don is bringing snacks for the April meeting. We will rotate bringing snacks until we have a lead volunteer. **(Please let Milford or Don know if you can lead the snacks for the meetings).**

Youth: James Kolody has April 4 scheduled for the youth hand-built gravity car race at the Gunston Middle School at 1:30 - 4:15. Members are requested to bring their cars and enjoy the fun.

Script: Bill Sims said Script Articles for March are due by April 1.

**We are looking for a lead for the MARC Mileage Program.**

Nominations are opening soon for the Carl Patrick Award.

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**THE MARCH MEMBERSHIP MEETING (Cont.)**

Luke Chaplin announced he had free Model A and V8 Parts available in his SUV during the break

The business meeting was adjourned at 8:20.

Program: James Kolody facilitated the Program and there was good discussion among members about what they do and how to get ready and prepared for Summer/ Touring. The group was reminded of the check list in the back of the membership roster and on the GWC website. The meeting was adjourned at 9:45 PM.

Dave Greenwood

**SHARE YOUR OTHER HOBBY AT OUR APRIL MONTHLY MEETING!**

As we gear up for our April Monthly Meeting, we're reaching out to you, our members, with an invitation to share a bit more about yourselves beyond the world of Model A's.

We know that each of you brings a wealth of experiences and interests to the table, and we'd love to hear about them! Whether it's woodworking, gardening, stamp collecting, or anything else that lights up your day, we're all ears.

Our meetings are always enriched by the diverse interests of our members, and it's truly fascinating to learn about the different passions that drive us outside of our shared love for vintage automobiles.

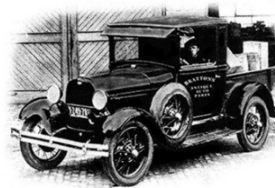
If you're interested in sharing a bit about your hobbies and activities, please reach out to our Vice President & Program Chairman, Don White, at Don@DBWhite.com. Don will be thrilled to hear from you and help coordinate your presentation at our upcoming meeting.

Looking forward to hearing more about the wonderful pursuits that keep our members busy and fulfilled!

Jeff VanGorder

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## **CARL PATRICK AND HONORARY LIFETIME MEMBERSHIP AWARDS**

Nominations are open for both the Carl Patrick Award and the Honorary Lifetime Membership to the Club. Feel free to nominate individuals for these awards. The criteria for the award are listed on the GWC Website.

<http://gwcmodeleda.com/pdfs/LifetimeMembershipApp.pdf>

<http://gwcmodeleda.com/history.asp>

Carl Patrick was a member of this Club in the 1970s and '80s and set the standard for helping fellow Club members in need. His philosophy became the guiding principles for bestowing this award. A Carl Patrick awardee should:

- believe in the restoration and preservation of the Model A Ford "as Henry built it.
- be willing to share his knowledge of the Model A with his fellow members.
- give unselfishly of his time to help others restore and preserve the Model A Ford.
- help promote the friendship and fellowship we all enjoy because of the Model A Ford.

The nomination process for 2023 is now open and will remain open until the end of June. At that time the president will appoint a selection committee that will review all submissions and recommend a selection to the president. A final decision will be made in the early fall and presentation made at a membership meeting prior to the end of the year. Although an award is not presented every year, only one award will be presented in any given year.

If you intend to nominate an individual for the award, that should be done in writing to Milford. The nomination should address all four of the above criteria in sufficient detail to serve as the stand-alone justification of the award.

Previous recipients of this distinction are:

Millard Springer 1985  
Dick Lebkicker 1986  
John Kandl 1987  
Chuck Zierdt 1988  
Bill Worsham 1990  
Andy Pogan 1994  
Don Temple 1997  
Herschel Brummit 2000  
Stan Johnson 2001  
Benny Leonard 2003  
Tom Terko 2005  
James Kolody 2019  
Benny and Sharon Leonard 2020  
John Dougherty 2023



## **MAFFI MINUTE**

Through the generosity of Donna Lewis, former MAFCA President and MAFFI Trustee, "Betsy," a 1930 Ford Model A, has been donated to help raise funds for the expansion of the beloved Model A Ford Museum. The car remains in the same condition as restored by Red Grow in the 1950's. Enjoy driving "Betsy," your newest Model A, to your next cruise-in or car show. This is a truly historical vehicle, once owned by a MAFFI Hall of Fame inductee.



"Betsy" became famous as the best Model A in the world. The Ford Model A has gathered 32 top place trophies in the 34 shows in which the car was entered. That includes two national shows in 1957 and 1962. Overall, the car won 39 trophies. It is said that Red Grow's car, "Betsy," was an inspiration at the time. It drove many people to do their best in restoring their own car. This urge to do the best restoration possible developed the need for more information about how to do a better job. As a result, the Judging Standards evolved. We can thank Red Grow and the MAFCA founders for their vision.

In 1967, Red sold "Betsy" to a Ford car dealer named Dave Grubbs for \$5,000, an unheard-of price in those days. As a result, Dave Grubb placed the car in a glass cage centered in his dealer showroom. Now, you have a chance to own "Betsy" by entering a sweepstakes through our website, <https://www.maffi.org/index.htm> or scan the QR code and receive 20% more tickets for your donation, available at checkout!  
Happy Motoring,

Cindy Ellenbecker  
MAFFI Trustee-Secretary



## **FORD BARN THREAD FOR MOTOR STAND ADAPTER FOR MODEL A ENGINE**

Bruce Metcalf saw this on Ford Barn and said that the dimensions are useful to make the engine block centered and balanced on your engine stand pivot axis to make rotating it easier, say going from installing the oil pump to lapping valves.

### **Re: Motor stand adapter for Model A engine**

Just FYI for you guys on engine stand adapters. The KRW stands have the engine pretty well balanced. The center of rotation on a KRW stand adapter is 7" from the bellhousing surface and about 4 1/4" from the pan rail. If you are going to make one, I'm pretty happy with that balance point.

(Posted in Ford Barn)

**George Washington Chapter 2024 Approved Budget - AS OF 3/31/2024**  
**OPERATING BUDGET**

**#2**

<u>Budgeted Income</u>	<b>Responsibility</b>	<b>2023 Actual</b>	<b>2024 March</b>	<b>2024 ACTUAL</b>
Membership	<b>VanGorder</b>	\$ 2,895.00	\$ 110.00	\$ 1,904.00
Misc Income (Donations)	<b>Tomb</b>	\$ 65.00	\$ 10.00	\$ 10.00
Programs & Technical Seminars	<b>White</b>	\$ 56.00	\$ -	\$ -
Club Tours & Activities	<b>Faircloth</b>	\$ 1,460.00	\$ -	\$ 100.00
Script Advertising	<b>Bass</b>	\$ 450.00	\$ -	\$ 600.00
Hands on Seminars, Repair	<b>Leonard</b>	\$ -	\$ -	\$ -
Sully Income	<b>Dougherty</b>	\$13,826.50	\$ -	\$ 30.00
<b>Total Income</b>		<b>\$18,752.50</b>	<b>\$ 120.00</b>	<b>\$ 2,644.00</b>
<u>Budgeted Expenses</u>				
Membership	<b>VanGorder</b>	\$ 868.07	\$ 173.55	\$ 173.55
Club Programs	<b>White</b>	\$ 1,650.34	\$ -	\$ 600.00
Club Tours & Activities	<b>Faircloth</b>	\$ 5,701.44	\$ 200.00	\$ 700.00
Script Printing & Mailing	<b>VanGorder</b>	\$ -	\$ -	\$ -
Tool Shed / Tools	<b>Leonard</b>	\$ 308.63	\$ -	\$ 252.28
Sully Car Show Expenses	<b>Dougherty</b>	\$ 4,445.04	\$ 349.17	\$ 957.17
Web Hosting Expense	<b>Shepherd</b>	\$ 163.22	\$ -	\$ 119.88
Insurance	<b>Tomb</b>	\$ -	\$ -	\$ -
President's Fund	<b>Sprecher</b>	\$ 943.63	\$ -	\$ 185.48
Secretary Supplies	<b>Greenwood</b>	\$ 157.40	\$ -	\$ -
Treasurer Supplies	<b>Tomb</b>	\$ 552.46	\$ -	\$ 427.00
<b>Total Expenses</b>		<b>\$14,790.23</b>	<b>\$ 722.72</b>	<b>\$ 3,415.36</b>
<b>UNDER/(OVER) Revenue</b>		<b>\$ 3,962.27</b>		<b>-\$ 771.36</b>

## 2023 CONTRIBUTATION BUDGET

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

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

WELLS FARGO ONE-YEAR CD	Board	\$10,000.00	\$ -	\$ -
Peyton Randolph Memorial Fund	Remainder	\$ (1,658.53)	\$ -	\$ -
Zadnik Scholarship Fund	Remainder	\$ -	\$ -	\$ -

=====

\$10,000.00

<b>Total Expenses</b>	\$17,054.15	\$ 722.72	\$ 3,415.36
	=====	=====	=====
Sum Income and Expenses	\$ 1,698.35	-\$ 602.72	-\$ 771.36

Current Bank Balance as of 3-31-2024	<b>\$ 24,136.38</b>
Beginning of Year Balance (01-01-2024 Actual)	<b>\$ 34,907.74</b>

## A TWO-FER IN MARYLAND

On Saturday, March 9, Jim Gray and I headed off to the Chesapeake Region AACA annual collector car swap meet at the Howard County Fairgrounds. Why? Well, because the west winds were right, the sunbeams were in the sixth quadrant, the moon was disappeared because it was raining like crazy. So off to the County of Howard, who used to play for the Nics, which is pretty near to Jersey, because they were having a fiesta involving rusty parts, toy trains, toys, junk, and a pretty good size crowd. The sum of which is about a quarter of the parking lot was full at 9:15am when we left. We arrived early enough to get the good stuff, and late enough that the regular sunlight could be used as opposed to a flashlight. First tent, first piece I found was a train. Big surprise. And it was a dollar and it was a big tin lithographed rusty hulk with a plastic enganeeeeer, so I invested wisely my one dollar. Actually, I have a modified version here at Ashby Ponds, so now I'm gonna' have one modified/one rustified. Happiness is. (Years ago, I ran the modified one on the National Capital Tracker's layout at a Greenberg train show. The huge tin loco over hung the track and all signals and plastic citizens were whipped out from their positions near the track; to the delight of the entertained crowd).



We talked to Dave Sturgis in the Bal'mor Model A Booth (I don't know why GWC doesn't have a booth). He reports that things are good up there. doing some good meetings and being active and we're glad to hear that. Dave was appointed by somebody, I think maybe Jim, to be the intermediary between the Baltimore Club and GWC Club. He reported that he gets info and he seemed comfortable with it. He's getting what he needs to know so I'm delighted that connection is continuing.

About 9:15a.m. we had visited everything and in the last booth a guy had a small bucket of about 75 cars and another with twice as many. I negotiated on the smaller bucket and lost, so I bought the whole lot and brought it home. Which was good, since we do a train run at Ashby Ponds in July to the

enormous delight of everybody. Kids and grandkids need to say: "Let's go see grandma this third weekend in July and visit Gramma and play with the trains and toy cars." The trains here, you know, belong to clubs and members, and are expensive. So the kid needs his or her own little toy car, not train wheels, in his/her hand while Grandad is talking to mom and Grandma and enjoying the trains. I got a few bucks tied up in them, which is a wonderful investment in happiness by me for all the kids (and me.) Before they become giveaways, they're gonna' get a bath and they're gonna' get inspected for sharp points and safetyfied like that. We'll give each young visitor a little toy car to play with, each of them will think about maybe coming back next year because there might be more trains and cars.



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## A TWO-FER IN MARYLAND (Cont.)

We went over to Frederick County and eased in there into the Petrolina show, which has really picked up in the 20 or so years that I've been going. They went from a lot of junk and rusty cans to really some fun offerings of giftable trinkets, lube cans and signage, gas station advertising, and memorabilia. I came upon this little plastic tanker with 2 toy cars inside. Once you got up to the pump, there was a guy who offered a toy if you bought 10 gallons of gas. The owner was all excited about it, except I was not.

We had a lovely visit with fellow clubbers Brad and Kirsten Minners. Their daughter is on her own making money, just out of school and living on the West Coast. Brad gave an energetic report on the exciting activity at the meet. The show really began during set up day on Friday. By about 11:30 a.m. on Saturday, lots of venders were packing out. Everybody we talked to said it had been a great event. There was a lot of good stuff there for those that collected that kind of stuff. Thanks to the U.S. Army, Brad had been stationed in Germany for several years and got to know where all the good flea and car markets were in the great state of Europe, to include Russia. He has a means of scooting over there on military air for next-to-nothing, finding a bunch of stuff and dragging it here to sell. Which seems like a great plan to me. Anyway, they had a lot of nice stuff on their tables.

Brad had a most enjoyable and wonderful story to tell about a rare Model A Ford he'd found, purchased and sent home via Amsterdam. A great story, we encouraged him to tell the Club. Maybe it'll end up in the Model A Museum in the future – but for now, he's trying to figure out how to pair this car with another he has for a special showing at Pebble Beach. Then, maybe, the story. All-in-all, a great visit with them and several wonderful stories.

Brad also added that although Elanor is struggling with dementia, his dad Howard is in fine shape, and that they are planning another trip to Europe in the near future. Apparently, there is a great flea market in France that needs to be visited.

Back when this stop was the second of three in our early spring "Trifecta," we would head over to the Frederick airport around 10:45a.m. for some breakfast feast. But this year we were late, and the breakfast had already turned into the usual luncheon, so we went to Brown's Liquors & Deli. If you haven't been there, it's right across the street from Joe's Upholstery. Joe is Donnie Jenkins' father, who is a second generation of upholsterer. I know that Donnie did Jim O'Neil's Van to high grade standards. Donnie's son is now running the shop.

Anyway, back at Brown's we found the chicken noodle soup to be hot and tasty as were the barbecue sandwiches. As we were standing around with our newly purchased lunch, we asked where we were supposed to sit and eat. "In your car" we heard, so off to my Forester we go. We wolfed down our chow, had a wonderful chat all things in general, and solved all problems known to man.

Soon it became time to ease on down the highway and pretty soon I was back here at Asbury Ponds reflecting on a delightful day. Thanks, dear friend Jim Gray, for driving, covering up my fopahs (I think Clem means "*faux pas*"). My manager said she had a delightful day with nobody around to pester her or make demands. Grand fun and then in two more weeks or one more week or something is Westminster and that's more super fun. We hope you get to go. Be there

**A TWO-FER IN MARYLAND (Cont.)**

by 8:00, since at 10:45am we will be leaving to go to Maggie's because they serve beer and really good sandwiches. Then, if we have enough stomach or courage for it, we'll head for the homemade ice cream just down the road about 3 miles on the right. Then, if anybody wants, we'll go by Bratton's in Mount Airy. Nobody in my vehicle has a Model A, and I ain't got no need for Model A parts, so we may not do that. Anyway, all is happy. Sure wish everybody had been there with us.

Jim and Clem

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## T&A TOURING IN FLORIDA

I recently directed a tour, titled "T&A Touring." We had 6 T's, 20 Model A's and 48 people. We have toured once a year, in February, for over 10 years. We've toured Savanna, GA, Ocala, FL. This year we toured for 5 days, February 17-21, 2024.

Host hotel was The Hilton in Moultrie, Georgia. We drove about 75 miles each day. This tour we took a train ride, visited a planetarium and restoration garage. Saw a movie "Gweniveve" at a restored theatre built in 1926, in Cairo, Ga.



We were greeted warmly at Maule Air at Spence Field, Moultrie, GA. Brent Maule, owner, builds STOL (short take off landing) single-engine airplanes used in Alaska and all over the world.

We moved to Tallahassee 10 years ago. Kept my membership in GWC. Receive monthly newsletters as well as from other clubs. We could not find a Model A club nearby. Closest is 200 miles away. We joined TRAACA, Tallahassee Region of AACA. Turns out they started 50 years ago as a MAFCA Model A club but changed to AACA due to lack of Model A's. So, I've been encouraging club members to buy and drive A's. Sort of a club within a club. We now have 10 A's. We take day tours and lend help when needed.

I learned about T&A touring from Noel Dana of Jacksonville, Florida. Have toured with him for 10 years. Last year he asked me take over, as he was having health issues. Last year (2023) we toured Georgia. Had 80 people and 52 cars.

I just thought the GWC members would like to hear and see how a Club member found touring in Florida, when it didn't seem possible. And, when we toured Savanna, Ga., a few years ago, Jim & Edna Cross joined us. And last October, when the 77th Revival AAA Glidden Tour came to Tallahassee, we met with Jim and Edna again, had dinner and renewed friendship. He brought his 1930 Buick Coupe. So it goes.

Chuck Kunstbeck



## REPORT ON WESTMINSTER

We started this morning very very early. We actually started last night because I didn't sleep at all and I made way more throne visits and I had enough nervous liquid to water the plantation. Chris Elenbaum of the EV-8 Club and Dave Eadie from the National Capital Trackers showed up promptly at 6:30 am. Sandy carried the load I had bought Chris at Howard County of a mismatching set of five rusty horns. He is going to take them apart and try to fix up things up on the horn on my former '39 pickup truck because I had an Ahooga horn and he wanted a blaach horn thereon. He's working the horn challenges.

The trip to Westminster was safe: up route R7, scooted over to R15 by the blue what's its name restaurant (which is a great restaurant), up R15 cross the bridge, 8 o'clock sharp rolled onto the Westminster Fairgrounds. Our Disabled (for Dave and me) tag got us let off at the door. We went into just lots of excitement: The place was sold out. It was not cold inside. It was not warm either. I don't even remember if the Ag Center has heated floors, but what struck was how old and stiff I was, after an hour and a half trip, to try to do anything intelligent. So, I'd just rest a bit, but no seating areas. This omission got me started and I know I'm getting older and I intend to write what I feel/see and share it with you. I have two different eye diseases: macular degeneration in the right eye, which is stable at the moment, and shingles in the left eye, which last week was putting out about a pain-level of three and blurry, so it sees differently than my right eye. I have two different prised eye glasses because of two different eyes so I can't focus past about 30 feet. I can't recognize faces, so if I hugged the wrong chick, I keep the apologies at my fingertips written on my shirt sleeve...

We entered the hall in the middle and moved to the left side of the Ag center, which is usually where the better stuff is laid out. The hall filled up kind of slowly, I thought, but eventually a good-sized crowd. The parking lot was about half full. Several shows back, I bought '48 Ford shocks: you know they didn't fit my '39, and I had to shuck them off at another show. (Good luck trying to drill those shock ears!)

I had, on Thursday last, finished my nine-sessions class on Body position balance. The sessions leader instructor-person said, "You did good, so we'll meet for a formal meeting." I thought I was going to sit comfortably as she explained my successes to Sandy; but it turns out it was a final test and I got a 51 out of 56, which sounds like junior year in college, where got a 52 on my thermodynamics test, which was the third-highest in the class. So, we go from terrified to strutafying: me working my skills for the teacher at full power... scheduled now to exercise in water aerobics, balance and walking. At Ashby Ponds, we have one of the longest walkways to dinner, so I get to walk at least once a day for dinner and some days it helps and other days, I just wanna say send me a bucket of sympathy. I don't do sympathy and I wish all the best and keep trying. Keep trying is the best plan and the best medicine.

The group plan was to split up to shop and then meet at 10:30 am for photograph in the center of the hall. There was a ton of small toy cars for sale on tables at the north end of the Ag center. I bought about 80 toy cars at the Howard County show, thus here I bought none. Many of them were a dollar apiece, I could've flopped a \$100 bill out to get a flock, but I didn't. Every booth had stuff.

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## REPORT ON WESTMINSTER (Cont.)

Dave Gunnarson found an intake manifold. I don't know what happened to it but it lost parts. He's gonna clean it up and hang it on the wall. That's all it's good for.

I passed a lady and a little baby carriage. She was just shaking. Her legs were shaking. She seemed stiff, I thought. Well, I got to either cheer her up or get help so she doesn't fall. I was very careful with my words on "how you doing: are you chilly?" and she said yes, I'm very chilly outside. No rain like in Howard County, where it was just raining, and then, when it wasn't raining, it rained some more. It turned out she was really cold ... and then suddenly she was warm. Fortunately, I did not ask why the baby in the carriage was so ugly. I found out it was a little short-haired dachshund. I am very happy to have said I've owned three of them and they're wonderful pets, and this puppy was very quiet, until he got somewhere in the hall, and he started yapping. You could hear the bark throughout the hall. His master was still shaking. Several times later, we seem to pass each other, she warmed up during the day.

We eventually made it to the center aisle of the hall and the AACA representative's table. A guy was looking for others who were supposed to do AACA duty with him. None ever showed up. There were no chairs in the hall available for us handicapped, so we were honored to be able to sit on the AACA booth chairs since I was active in AACA many years ago and graduated from the AACA school of antique car judging. Others might had been AACA. We were welcomed, and we tried to recruit some people, which is what you do: help each other's clubs.

In the local crowd, we met Dave Gunnarson 's group--that's Steve Blanchard and Hank Dubois--and then we found wandering Billy Potter, who came along and pounded me on the back asked for a report. He couldn't be in the group picture, because he was working at the ticket gate taking admissions at the time of the photograph at the door. So, he was doing good for AACA. I understand Nick Arrington was there and had to leave early. Luke Chaplin was there from GWC. He was in conniptions because he wanted to buy some kind of a generator for his AA that created 100 amps. I don't know much about electricity. I only have a master's degree and 70 year's experience. Luke was underwhelmed. The fact that this thing cost 500 bucks and he said, "Well, I'm still considering it." Seemed a mystery to me why he needed a hundred amp for anything. An electric chair only takes 35-45 amperage. Who else did I talk to? I asked a dealer if he had a bicycle bell. He said, "I don't have one this year; I sold one last year." I said, "Yeah, and I have it right here on my rollator." Several dealers along the far wall had some wonderful stuff, but I kept my wallet closed.

It was enjoyable, enjoyable, being out and about. Supposedly we are gonna have heavy storms tonight and I'm gonna be home safe.

I'm thrilled that my eyes are both back and are operating. I don't have them working together yet, and I don't have comfort. I drive one eye against the other eye and there's blurredness. I used to be able to see a hot chick 300 yards in a rain shower, but not anymore. I am 86 going on 2001. I'm trying to get with my staff to help these 2 legs to work together, and my hips hurt as I have Boeing seat or wallet disease. We got ears figured out pretty well. I can hear stuff. Eyes burn right now and what I'm really trying to do is smile, laugh and tell a few jokes to make life interesting every day.

Anyway, I came across a nearby pelican on three posts. The thing turns out to be wooden

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## REPORT ON WESTMINSTER (Cont.)

pillings, one of which has a wooden pelican on it. Unfortunately, from the seller, Billy Beardmore of car restoration fame (he did Jim Gray's '31 A coupe Ruby and several Model A's, including his own, which he has driven all over) I know: pelican pelican pelican, his bill can hold more than his belly can. How the hell he can? It was Chris Elenbaum who was tasked with the assignment of walking through the halls to the car with the pelican on his arm. Chris came up with 723 pelican jokes, none of which I'm gonna tell y'all nor am I gonna sing anymore rhymes:

Hickery, dickery dock,  
Two mice ran up the clock,  
One was struck and the other sustained minor injuries.

It became 10 minutes of 11 and we gathered forces and headed over to Maggie's for lunch. I had called in and reserved four places: it was Chris Elenbaum, David Eadie, Bruce Metcalf and myself. I had asked the hostess, who said, "I know you, I'll be at the bar and I'll see you." I met the bar and they were all not ladies in the bar. Eventually one showed and denied the claim or any knowledge of me, but we still got the place where we wanted at the reference spot from which the wonderful beer-poster--the Indian lady doing the dance of seven veils with only six veils--had been posted. The owner sold the place 3 years ago, taking the art with him. One of the times, Dave Eadie got to sit under the famous painting and strained his neck. We had a marvelous lunch. Then we had to go down the road left right once screeching into Hortons homemade ice store. Homemade ice cream and beer just really mixes well for about 27 seconds and then your tummy is growling for the rest of the afternoon. We had no Model A people aboard, so we didn't go to Bratton's and as it's overcast, we headed on back home.

Anyway, let me try and say I getting old and there's no other option but to give it a hard try. Folks just get together and go somewhere. What I want to say was, Billy Beardmore was at the event, Billy there selling goodies. He always has a nice attitude doing the best he can and we were happy to see him at it. I certainly saw most people with at least two or three walking together, so they were sharing feelings/sharing times that day. Glad to be out, I don't know that I saw lots of boxes going out the door. Still, I'm pleased and honored to have the AACA folks and other clubs supporting evidence getting out and talking to us as we pray for Katherine, we pray for our country. Be careful, thank you, bye.

I do seem to notice that more and more people are handing their cell phones from one person or other with a comment. "Please fix this; please start that ...." I feel like I'm at the bottom of the pile. I joined the Ashby Ponds tech class, where high school kids come in and teach us old pharts what to do. and have failed every class I've taken (seven or 8, I guess). I love talking to the kids because I act like their grandfather and they can talk to me. I'm just trying to talk and say keep your head clear, do the best you can and grin a lot, and be fair and kind to everybody. It gives me great pleasure to do that. I hope they get something out of the stupid questions I ask, and the willingness to try because, when they think, gosh, this is guy is dumber'n a post, I thought I am dumb, but I do have a masters and I have been nuked 5 times and entered 4 hurricanes and hugged by more than 2 women today. No wait... So, please try to bring some cheer to everybody. We talked to Edna/Jim Cross on the phone. Edna videoed in if you can come see him, do so. Everybody's thinking about everybody. God bless all of us and God bless America. And all those who have such terrible diseases hang in. So I'm gonna shut down.

Clem

## REPORT ON THE BLUE RIDGE HUNT POINT-TO-POINT HORSE RACES

On Saturday, March 30, several Club members attended the Blue Ridge Hunt Point-to-Point Race event at Woodley Farm in Berryville. Jeff and Cindy VanGorder and Valerie Faircloth caravanned from Sterling, Virginia, while Bruce and Loretta Metcalf met us there since they live close by in Berryville. We had beautiful weather and a beautiful view of the races and the Blue Ridge Mountains. The Car Show portion was eclectic mix of around 40 cars. A local Mazda, Miata Club showed up with 16 cute sports cars. There were a couple of Corvairs, a Rolls Royce, a Corvette, and some Mustangs. The car show organizer would like to get more A's there next year as he works to expand the car show portion.



Val leads the way

In addition to the car show, the main event was the horse races being hosted by the Blue Ridge Hunt Club. We learned that the Point-to-Point races are an opportunity for horses and owners that are involved in the hunt season to start getting in shape before the hunting activities (after May). The races were around a 1-mile-long circuit that could mostly be observed from where we



parked the A's. We were also able to walk down the hill and sit right next to the rail and watch them race over jumps right in front of us. The day included 6 racing events, some over jumps, and some just flat races. There was also a display of carriages pulled by teams. We greatly enjoyed the Blue Ridge Hound parade between some of the races. After they demonstrated how well-trained the hounds were, there was a time when children present could run onto the field and play with the dogs, which both kids and animals loved. We recommend putting this event on your calendar when it comes around next spring.

The Blue Ridge Hunt Club traces its roots back to 1888, when Archibald Bevan, an Englishman who immigrated to Virginia, organized the hunt amidst a wave of British migration to the region following the Civil War. Bevan, elected as the Master and huntsman, brought with him a tradition of foxhunting from his native England. The hunt initially operated with drag packs due to the scarcity of wooden rail fencing in the aftermath of the war, and wire fencing made following hounds across the countryside challenging. Despite these obstacles, the Blue Ridge Hunt persisted, becoming an enduring institution in Clarke County. Today, it continues to thrive, resonating with the timeless sounds of hounds, the huntsman's horn, and the thundering hooves of galloping horses, firmly entrenched as one of the oldest and most cherished traditions in the Shenandoah Valley.

Jeff Van Gorder



Bruce and Loretta



Val, Jeff and Cindy

## MODEL A ARCHAEOLOGY

### Part 7. Annie's A: "Am I Blue?"

In the last episode of Model A Archaeology, I dug into the doors, an area I was itching to explore for quite some time. Boy did they have some surprises! I still get a tickle thinking about where that 1947 half dollar came from. I learned more about Annie's A during that dig than revealed because more research was needed. Today, I am ready to put one of the big-twelve questions to rest. It is a question I have asked since I was about 12 years old ....

Annie's A sports an all-black paint job. Nice, but considering the array of colors available even to humble Tudor sedans, pretty boring. From the factory, all-black cars received a vermilion or apple green pinstripe. Annie's A is just black, no pinstripe. Sometime in the past, even her lug-nuts were painted black...and



someone got carried away with flat black paint, applying it to pretty much every paintable interior surface. UGH! The few early photos I have indicate the car was already in the all-black paint job in 1947. My dad may have been the culprit of the "flat-black caper" when he resurrected Annie's A from chicken coup status in the '60s. The point is, I have always suspected Annie's A was repainted. I also suspected, and hoped I could prove, that the original color scheme was Lombard Blue- Black offered on 1930-31 coupes and sedans. Now that's a spiffy combo!



*The flat-black caper of 1963. Luckily much of it is flaking off pretty easily.*

My suspicion about Lombard Blue started in the 1970's when I first noticed the firewall was a different shade than other body panels. I wrote about this in Part 4 and repeat the picture here. It has a blue look but it varies widely to near black, depending on the lighting. I was never quite sure if that is just the way black lacquer fades when exposed to heat and time or if it is blue, over the years stained with engine spatter. I searched the body for any telltale sign of worn pinstripe, since the stripe color would be a clue... none



*The firewall that started it all. What color is this?*

found. I lightly sanded small patches at different points around the body and hood hoping some blue might peek through... anywhere... no luck.



*Clean paint, still damp from wash water.*  
*90 years of grime and dust*  
*Inner Cowl after grime washed off.*

Recall from the last episode that as part of the door removal I needed to remove the interior cowl trim. Pulling the cardboard out revealed a small pile of mud dauber nest debris. Otherwise everything looked very good, just dirty. A little warm soapy water took care of the "dirty" problem. The revelation was beautiful. I'll let the picture do the talking. Lots of beautiful *Blue!* Just as the Judging Standards describe, this area although painted lower body color, was not buffed out. When the surface was wet it had a

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## MODEL A ARCHAEOLOGY (Cont.)

brilliant shine and rich color. When it dried, it went dull and color was difficult to discern.

The Judging Standards state the inner firewall and gas tank were painted lower body color. In a Tudor neither was buffed out and the Standard Tudor did not receive a gas tank pinstripe. As you can see in a previous picture, the gas tank has that 1960's flat black paint treatment but it has started to flake off. I gently agitated a bigger patch until no more came easily. What was underneath looks black to me. That was a blow to concluding the car was originally blue. Then I decided to rub the now exposed paint a little harder. Using nothing more than a damp paper towel I gave the surface a vigorous rub and the residual that came off is pictured. I then rubbed the inner cowl with the same vigor and guess what? Same residual color. I am no paint expert but I would have guessed that black paint and blue paint would rub-out with different color residue. The gas tank and the inner cowl rubbed out exactly the same.



If I could find traces of blue on the body shell itself, that would solidify a conclusion. Everything else inspected thus far was a “removable part” that at least in theory could have been replaced somewhere in those first sixteen years, especially since my accident theory (see episode 4) is still open. The first two areas I checked were the door sills and the metal plate at the bottom of the rear seat. On a Standard Tudor this was just painted, not carpeted as in the deluxe models. The door sills were part of the “flat black caper” so I removed the “Ford” plate revealing black gloss paint. I did the same rubbing test I did elsewhere but got no result. No residual paint came off at all regardless how hard I rubbed it. I had a similar result with the area under the back seat. After research, it is not clear to me what color or type paint (lacquer or enamel) I should expect in these two areas. Next, I removed the rear window sill plates and pulled back the trim panel, anticipating some body color overspray at the windows. Nothing. The inside body shell showed primer, nothing else. This was a little surprising. Annie's A is absolutely free of any overspray in this area. Perhaps this is because of how the bodies were blocked and masked during painting? I hoped for conclusive evidence but the body shell inspection revealed nothing.



Next there were the doors. In production, doors were mounted on the car when painted. Overspray of lower body color onto areas that would later be covered by trim was the norm in this area. When I disassembled the doors the same blue as found elsewhere was clearly

## MODEL A ARCHAEOLOGY (Cont.)



revealed! When rubbed with a damp paper towel, these areas also yielded the same residual color I got off the inner cowl and gas tank. The evidence was mounting for blue being the original lower body color. The hope I held onto for over fifty years was gradually being confirmed as fact. And then I found the **final** bit of evidence. With it, no shred of doubt could remain. It showed up when I took the trim panel off the driver's side door. I did not notice it at first. The door angle was awkward and the lighting was indirect. Before you read on, go back to Part 6 and look at the picture of the stripped-down driver's side door. If you look carefully, you will see that final bit of evidence exactly as I first saw it. Can you find it? Try expanding the picture.

“Literally” is so overworked and incorrectly applied that I shy away from using it. In this case it is warranted. The final bit of evidence was literally spelled out for me. Preserved in bold cursive on the inside of the driver-side door was the one-word instruction from the paint line foreman to the painters, written on some cold morning in early 1931--“Blue.”

Incredible. What a find! I feel so lucky to have this well-preserved relic from the past. It connects us to the very day Annie's A was assembled. It puts a real person from 1931, doing his job on the assembly line, right there for us to see today. For me, it is no longer just a door, it is a bridge to the past. For the first time, I have a direct connection to those missing sixteen years of the car's history. A simple command. Paint this car blue!



The pure thrill of this find lasted a few minutes and quickly yielded to a new wave of questions. Was it common practice to mark every car with its intended color in this manner as it moved down the line? Was this a local practice of a specific assembly plant? Did every car get marked or were colors painted in batches and Annie's A just happened to be the first in a batch of blue cars and therefore the only one marked until the next color change? And how about that shade of blue? Is the inner cowl a well-preserved example of Lombard Blue or is it something different? If Annie's A really is a Canadian car, as the assembly plant code indicates (see part 5), is this actually an example of the now lost Richelieu Blue? One big question comes off my list and five new questions get added! Isn't this fun?!

Here is what I have learned so far:

- While reading paint-related threads on the Ford Barn forum, I discovered a great article entitled “Finish and Trim of Ford Bodies” written by Herbert Chase and published in the 3 July 1930 issue of American Machinist. It contains an excellent description with great pictures but does not quite go deep enough into process details to answer my door marking questions. As close as it gets is this quote: *“In common with all other operations, painting and trimming of bodies must follow a fixed schedule in Ford assembly plants. The color*

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## MODEL A ARCHAEOLOGY (Cont.)

*sequence followed in painting depends on dealer demand. A few days before his quota is due him on any date, each dealer specifies the standard color combination he desires on each type of car he will receive. This information is compiled and worked into the production schedule for the day, and the finishing department, as each body comes along, spray-paints it with the color specified on the production sheet."*



Photo from the cited article

- Also from Ford Barn forum I learned quite a bit about the nature of Lombard Blue paint. One knowledgeable contributor wrote: *"You need to look at color chips in different light as some colors have a gross difference if you are in direct sunlight or in shade. Lombard Blue is a great example. In the sun it looks very blue, but in the shade it is not far off from a black if it is done properly. The era formula for Lombard was 2 blues, a green and a black. Yes, Lombard Blue will have a slight green undertone if you figure out how to look at it."* This post goes a long way to explaining the differing shades of blue I am seeing in different areas of the car under different lighting conditions. Also, those rubbings I did left a residual that had a very pronounced green tinge. Fits right in with the formula comments.

I am seeking knowledge sources regarding the factory painting process Ford used. Who out there knows more about this? Any and all clues or tidbits welcome. The search continues!

I cannot make progress on the Lombard vs. Richelieu Blue question until I firmly conclude Annie's A Canadian pedigree. For now, I am content to **know as fact** that Annie's A was produced with a Blue/Black color scheme.



Oh, by the way, "*Am I Blue?*" is a song written in 1929 by Harry Akst and Grant Clarke. First recorded by Ethel Waters, it has become a standard recorded by numerous artists including Billie Holiday, Ray Charles, Linda Ronstadt, George Strait, Barbara Streisand, Willie Nelson, Rita Coolidge and Cher... that's a lot of different shades of blue 😊!

Next Time: Model A Archeology Part 8. Annie's A: "Going Down Under!"

Hank Zajic

## **SULLY #49 IS RAPIDLY APPROACHING**

Fellow Clubbers! I know that you know that we cannot have the annual Sully Fathers' Day Antique Show without your help. So, volunteers, I have some great news--our roster is not yet full, so it is not too late to sign up for Sully #49!! We need folks everywhere and are only about halfway there, with 37 signed up.

**We also need help for set-up on Friday, 14 June, 8AM till done.**

**EMAIL ME: == [doughert@cox.net](mailto:doughert@cox.net) and let me know where you want to help!**

Only 76 days (as of 1 April) until the Sully Antique Car Show! ARE YOU AND YOUR CAR READY? **NOTE: ALL SHOW CAR AND TRUCK OWNERS MUST PRE-REGISTER FOR #49 AND VEHICLES MUST BE PARKED NO LATER THAN 09:30 AM.** This change will reduce the number of volunteers we need and should reduce congestion and the number of cars that overheat waiting in line. In addition, our written agreement with FCPA stipulates that vehicles will not be driven on the field during public show hours, 10AM until 3:30PM. This change should also help the judges and registration and parking volunteers finish earlier than in the past to allow them some extra time to enjoy the day.

The Sully Committee is energized and we have a lot of the pieces in place already. Those that are not will be in due course. In the meantime, please think about the biggest role for our GWC effort at Sully – all of the volunteers needed to continue this great GWC legacy.

Volunteers are needed for set up and lay out of the Show Car and Flea Market fields on Friday, 14 June at 8AM. On the big day, 16 June, volunteers are needed for Registration, Show Car Parking, Car Corral, Information Tent, Judging, Flea Market Parking, Trailer Parking, Sno-Cone Stand, and of course “wherever help is needed”!

Extended family and friends are welcome to volunteer! Two free admission passes will be available to each volunteer to share with family and friends. And, we will have a post-Sully picnic that will be subsidized by the Club. Please keep in mind that the picnic is for all Club members, so mark your calendars for some tasty BBQ and fellowship. We hope that lots of you will attend and drive your Model A or another favorite in your corral. Watch out for picnic notices from our Activities Director, Val Faircloth.

Weather Forecast for 16 June 2024: “81 degrees, partly cloudy with a light breeze from the NW!”



Thank you all in advance! Let's make this the best show ever, I am sure that Chairman Emeritus Bill Worsham will be watching over us and making good on my weather forecast!

John Dougherty  
GWC Annual Meet Chairman



## 49<sup>th</sup> Annual Sully Antique Car Show 16 June 2024

### Sully Volunteer Positions AVAILABLE!

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

- \_\_\_\_\_ **Set-Up** – On Friday 14 June before the show assist marking off the Show Car and Flea Market fields. We start at 8AM and finish by noon.
- \_\_\_\_\_ **Registration** - This job will give you the opportunity to see the show cars as they arrive for the show. Each driver will have to get their registration packets from you to drive onto the show field. You will also assist drivers with 'day of show' registrations.
- \_\_\_\_\_ **Show Car Parking** - We need help to get the show cars parked where they need to be by Class. You'll see the cars as they enter the judging field, and you'll get to tell them where to go!
- \_\_\_\_\_ **Trailer Parking** - The trailers bring in the real gems to the show. Get them parked and see them first!
- \_\_\_\_\_ **Flea Market** - Help is needed on the day of show to ensure vendors set-up in their designated spots. Great way to find out where the good stuff is parked!
- \_\_\_\_\_ **Car Corral** - Get registration cards for sellers who pre-registered. Assist sellers to complete registration cards for 'day of show' arrivals. Escort them to their parking spots.
- \_\_\_\_\_ **Judging** - In this job, you'll see the best cars up close and personal. Training will be provided prior to the show. New judges are teamed up with a veteran judge.
- \_\_\_\_\_ **Snow Cone Booth** - This is the COOL job on a hot Sully day. Work under shade surrounded by lots of ice, syrup and water!
- \_\_\_\_\_ **Information Booth** - This is our outreach to the public and focal point about the details of the show. You'll get to meet and talk with a lot of good folks. You sell current and past year's collectible Sully pins at the show. These pins are unique because they honor a club member.
- \_\_\_\_\_ **Help Where Needed** - If you're not sure where you want to help, we will work with committee chairs to put you to work where you are most needed. You will be contacted with your assignment prior to the show.

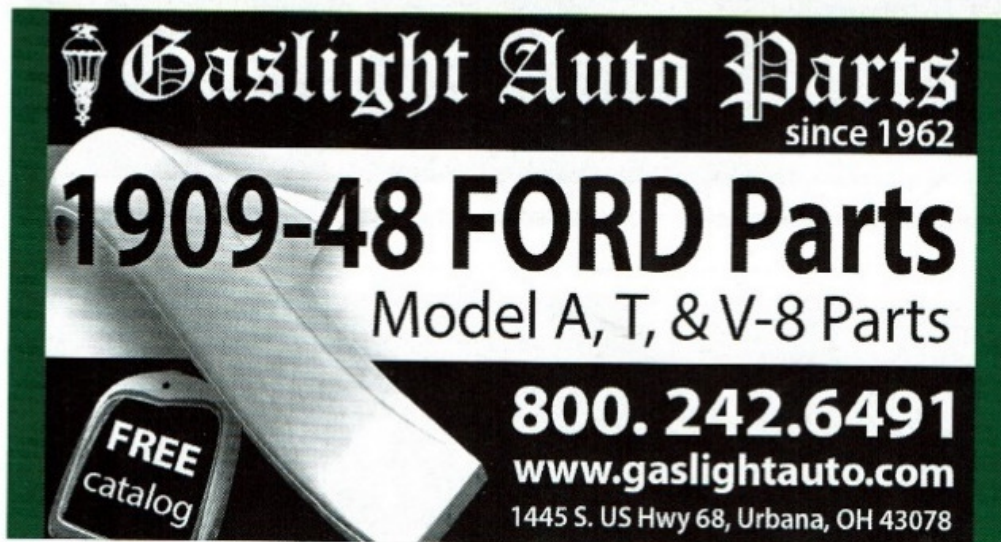
You will have opportunity to sign up at our monthly GWC Member meetings or contact any Committee Member or Club Officer to sign up. Each volunteer may receive two free public entrance passes to share **or**, one free show car registration for your personal antique!

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

## GWC - SMALL PARTS DAY

April 21 will be this year's Small Parts Day. At this event, individuals will have the opportunity to perform annual maintenance on their Model As, sand-blasting small Model A parts, and other work that can be completed that day. NO overnight work. The event will be on Sunday, April 21 from 10:00 a.m. to 4:00 pm. Coffee and donuts will be provided in the morning. This is a bring-your-own-lunch and folding-chair event. It will be held at Benny's place (Thank you Benny!) at the garage near the back side of his property. So please enter using the driveway to the left of his property. The address is 5441 Ladue Lane, Fairfax, VA Benny has a lift for oil changes and other small projects. If you want to do sandblasting, please bring your own medium. You may have other small projects. I am sure most of you have been there before; this will be my first time. My project will be to do Spring maintenance on my Sport Coupe!

If anyone wants to sandblast, we need to know that ahead of time. Blasters need to bring their own media and safety equipment (gloves/eye protection). Blasting is very dusty!. If members have some media from previous years, please bring that, too. It takes about one bag to blast one wheel. A more detailed "blast" will be coming out soon via email. RSVP so we don't buy out the donut shop! I plan to bring coffee, donuts, and water. Valerie Faircloth – 703-609-6713 or [valerie.faircloth@gmail.com](mailto:valerie.faircloth@gmail.com). Remember to bring your own lunch and a chair to sit upon. See you there!



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FREE catalog

The advertisement features a dark background with a white gas lamp icon in the top left. A white rolled-up document is positioned diagonally across the center. A small image of a mobile phone with 'FREE catalog' on its screen is in the bottom left. The text is in various fonts, including a gothic-style font for the main title and a bold sans-serif font for the phone number and website.

## **COMING EVENTS**

### **April**

April 10 (Wednesday) -- GWC & CDC Breakfast at the Fair Oaks Silver Dinner – 12251 Fair Lakes Parkway, Fair Lakes, VA

April 13 (Saturday) – Cherry Blossom Parade, Washington DC.

April 17-21 (Wednesday to Sunday) -- Carlisle Spring Small Parts Day, Carlisle, PA

**April 17 -- Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.**

**April 21 (Sunday) – Small Parts Day at Benny’s to include Smith Compressor sandblasting opportunities. Individuals that have sand left over from last year please bring to this event. (See p. 26 for more information.)**

**April 25 (Thursday) – Board Meeting – 7:00 pm.**

April 26 thru May 5 (Friday thru Sunday) -- Shenandoah Apple Blossom Festival – Winchester, Va. Individuals may attend or groups may attend

### **May**

**May 8 (Wednesday) -- GWC and CDC breakfast at Fair Oaks Silver Diner**

May 10 and 11 (Friday and Saturday) -- Mid-Atlantic pre-war swap meet, Luray, Virginia

May 11 (Saturday) -- Shenandoah Region AACA’s Annual Apple Blossom Car Show & Swap Meet, Winchester, Virginia

**May 15 (Wednesday) -- Monthly Club meeting**

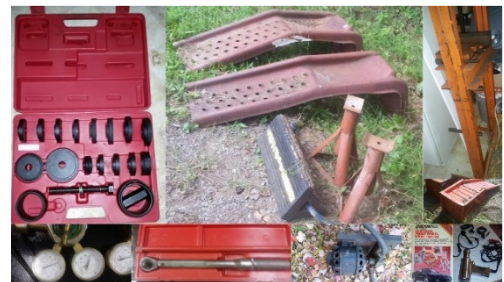
May 18 (Saturday) -- Fairfax, antique car show, old town Fairfax, 10am-3pm (see pp. 28-29)

**May 23 -- Board meeting**

## **WANT ADS**

### **For Sale**

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





FAIRFAX CITY

*Presents*



**ANTIQUE CAR SHOW**  
OLD TOWN FAIRFAX

**MAY 18, 2024**

**10AM - 3PM  CITY HALL**

10455 ARMSTRONG ST., FAIRFAX

**ACTIVITIES FOR KIDS, FOOD & FUN FOR ALL!**

FREE PUBLIC ADMISSION



**KIDS SAFETY DAY ACTIVITIES!**

*Cars 25 years old & older  
Welcomed!*

For more information  
[www.fairfaxva.gov/SpecialEvent](http://www.fairfaxva.gov/SpecialEvent)  
or email  
[SpecialEvents@fairfaxva.gov](mailto:SpecialEvents@fairfaxva.gov)

A PORTION OF THE  
PROCEEDS ARE DONATED  
TO THE ARMED FORCES  
RETIREMENT HOME



# Antique Car Show

Saturday, May 18<sup>th</sup>

10AM - 3PM

City Hall

10455 Armstrong St., Fairfax



## Antique Car Show Application for 2024

**Application Deadline: April 19, 2024**

**First 150 Pre-Registrations Guarantees Dash Plaque**

**VENDOR INFORMATION** (All fields are required)

Contact Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Cell Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**AUTOMOBILE INFORMATION** (All fields are required)

Contact Name: \_\_\_\_\_

Vehicle #1

Vehicle #2

Make: \_\_\_\_\_

Make: \_\_\_\_\_

Model: \_\_\_\_\_

Model: \_\_\_\_\_

Year: \_\_\_\_\_

Year: \_\_\_\_\_

Body Style: \_\_\_\_\_

Body Style: \_\_\_\_\_

**Application Fee: \$10, pre-registration; \$15, at the gate**

I authorize the use of my credit card (if supplied below) for payment of booth fee. For those sending a check, please make checks payable to "City of Fairfax", and use the address listed below.

**Credit Card Information:**      Visa                  Discover                  American Express                  Mastercard

Name on Card: \_\_\_\_\_

Credit Card #: \_\_\_\_\_ CV Code: \_\_\_\_\_ Exp Date: \_\_\_\_\_

Signature \_\_\_\_\_ Date: \_\_\_\_\_

**Please return to:**  
City of Fairfax Parks & Recreation  
Attn: Special Events  
10455 Armstrong Street  
Fairfax, VA 22030  
Email: [specialevents@fairfaxva.gov](mailto:specialevents@fairfaxva.gov)