

The Ford Script



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Joe Krafft, Charles Krafft's father in law, and Charles by Joe's Phaeton



Dedicated to the restoration and preservation of Model A Fords for over 50 years.

The Ford Script



Official publication of:
George Washington Chapter, Inc.
of the Model A Ford Club of America
and the Mount Vernon Region
of the Model A Restorers Club
3903 Old Lee Highway
Fairfax, VA 22030

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. The chapter Web page on the Internet may be accessed by:

www.gwcmodela.org
Web Master: Greg Shepherd
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Copy for THE FORD SCRIPT should be e-mailed to the Editor to arrive by the Monday prior to the first Wednesday of the month to: billhsims@gmail.com

Next deadline: Monday, June 5th

GRAY WITH AN A



We lost two Model A enthusiasts this past month, and both will be deeply missed by their families and by their friends here in the GWC.

Dr. Joe Krafft was 94, with a PhD in physics; he became a mechanical engineer by trade. He was a pioneer in the field of Fracture Mechanics, which he helped develop at the Naval Research Laboratory. He restored 10 Model As, his favorite being the 1928 phaeton. I will always remember seeing him driving with Alice at his side.

Dr. Jerry DeWitt, MD, was 65. An ophthalmologist with two thriving practices, a vibrant family and a host of Model A Fords. I especially remember Jerry for his scrupulous attention to detail. Although no longer a member of our Club, Jerry had many, many friends who were still members and with whom he had shared many great Model A moments. Kathie and I remember running into Jerry, Judy, Leland and Grace at the 2007 MARC meet in Williamsburg, and later at Skyland on two of our Janet Merkel-led Skyline Drive tours.

Our first parade of the season, the National Cherry Blossom Festival Parade, was great fun, even though our leader, Jason had a car problem only a few blocks from the start, and missed being in our group. I gave Kathie my Model T bub horn to help rouse the crowds – and it sure did.

Our Tool Chairman, Benny, and his gracious wife Sharon hosted a very successful compressor tune up day on April 15. There's a great article on that adventure in this month's *Script*.

Vice President James Kolody hosted the Gunston Middle School's Design and Engineering Club spring derby car racing event on Friday, April 21. On April 29, Janet Merkel and family hosted the always-popular Small Parts Day in Bowie, MD. You can find reports on both these great events in this month's *Script*.

Member Rusty Rentsch is the President of the National Capital Region Mustang Club this year and he asked me to invite our Club to join his club at their "All Ford Show" at Cowles Ford, 13779 Noblewood Plaza, Woodbridge, VA 22193, from 9-3 p.m. on Saturday, May 6, 2017.

Don't miss our monthly Caffeine Double Clutch (CDC) breakfast at the Fair Oaks Silver Diner on Wednesday, May 10 from 9:30 a.m. to about 11:00 a.m. We normally have about 20 folks now. It's always a congenial group, and a great way to start the day.

AND, don't miss our invitation to participate in a National Park Service celebration at Fort Hunt Park just off of the George Washington Parkway on May 19. Ranger Rachel would like us in place at 1:00 p.m. for the event, which runs from 2:00 p.m. until 10:00 p.m. Jason Cunningham is our POC. Here's a link: <https://www.nps.gov/gwmp/planyourvisit/event-details.htm?event=46625796-1DD8-B71B-0B73417194C51195>

May 20, Armed Forces Day is also the date for the NVRG's annual show in Fairfax. It will be held in front of the City Hall, located at 19455 Armstrong St., Fairfax VA. I sponsor a trophy for the best Model A, and Bill Worsham sponsors a trophy for best '30s car – this is a fun event run

GRAY WITH AN A (Cont.)

by our sister club of V-8ers, so come on out and enjoy it! Registration is \$10 if done by May 10; \$15 at the gate. Shep has a copy of the registration form available on our web page.

Closing out this busy upcoming month's activities is the National Memorial Day Parade. Jason tells us we have 8 slots in this parade. For more information see:

<http://www.americanveteranscenter.org/avc-events/parade/>. Jason Cunningham has release forms available. These need to be submitted by May 12.

Don't forget to SIGN UP FOR SULLY! We need volunteers, and I need judges! We judged over 170 cars last year, and with great weather again (we have that from the highest authority – Bill), we can expect to judge at least that many again. My able assistant in tabulating the scores will be my daughter, Jaime Nelson – she's a seasoned judging pro with many years of Sully judging experience. Those of us on Bill's committee have already been working on this year's show; and yes, we'll have additional food again for our volunteers in the cellar under the main house.

For those who wish to attend the Hub City Model A Club-sponsored MARC national meet in Gettysburg, it will be held from Sunday, July 30, to Friday, August 4 (<http://hubcitymodelaclub.com/marc-meet-2017/>). Please contact Doug Reed of the Organizing Committee directly to offer your services. Doug tells me they could use help in several areas, including the Repair Tent and in parking. Doug told me that the chairman of the Repair Tent is Warren Suker (wasuker@comcast.net). Warren asks that you contact him directly if you would like to volunteer to work with them there. Should you wish to volunteer to help in other areas, please contact Doug Reed directly at doug@preservationassociatesinc.com or by phone at: 301-730-2699.

Jim

FROM THE EDITOR

Alice and I were saddened by the passing of Joe Krafft last month. He was one of the rotating team of Script editors from 1990 through 1992. When I took it over in 1994, I would do The Script on a Saturday and then run it out to Joe's and visit awhile. He, in turn, would deliver the manuscript to the printer on Monday morning. We did that for at least a year until we swapped printers for one closer to me.

They were such an interesting couple, Joe and Alice, that we would always seek out their table for meals when we were on tours together. So we braved the foul weather and went to his funeral last week. It was a low-key affair—a viewing followed by a drive to the cemetery. Val and Donna Zadnik came. He rode with us to the cemetery because, as he said, he never missed a chance to ride in a Model A. He can't drive any more, but one of his sons comes over every Sunday and drives them in a Model A to church. He really misses being able to drive one.

I was given an almost-complete set of the old, printed Scripts by Tom Quigley in March. All it's missing is January 2008. If anyone has one they're willing to part with, just bring it to one of the general meetings.

Meanwhile, I've decided to recycle my duplicate issues from over the years, but before I do that, I'm going to bring them all to the May general meeting so anyone who needs some to fill out their old collections—or if you appeared on the cover and want some more to give to family or friends—can take them. If you can't make the meeting, just email me any requests for back issues and I'll save them out for you.

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting
April 26, 2017



Call to Order: The April Board meeting was called to order at 7:00 PM by President Jim Gray at the Silver Diner restaurant in McLean, Virginia (next to Tysons Mall).

Attendance: Board members present included Jim Gray, James Kolody, Jerry Olexson, Tom Quigley, Greg Shepherd, Bill Sims, Doug Tomb, and Bill Worsham. A quorum was not present. Absent were Jason Cunningham, Stan Johnson, Benny Leonard, Bruce Metcalf, and Milford Sprecher due to travel and other commitments.

President Jim Gray asked for the following Committee Reports:

Treasurer's Report: Jerry asked that the board members and activity chairs give him separate expense and revenue numbers, not netting it out. The Club needs to know the cost, and revenue of all items, for future planning purposes, and to accurately report to the membership. Jerry noted that reported Sully pin expenses have been \$742 to date. Forty-one pins have been sold so far. Bill Worsham will email the latest actual figures to Jerry. The Club purchased 250 pins this year. Bill expects to sell them all out, as in the past. Bill will also forward the cost for the Sully dash plaque.

Jim and Greg have worked up a design for the new Club logo. The Club will use the new logo for Club shirts, hats, jackets, etc. The Club will use an on-demand ordering system, so we do not have to maintain an inventory. We will use choose several companies and look for the best value. Jim will forward the cost for the Club Logo artwork to Jerry. It will be approximately \$800 to get the artwork done.

There was a suggestion to give Club shirts to the Sully volunteers as a thank you for their work during the event. Given the lead time needed, this will be a consideration for the 2018 Sully. Jerry emphasized that the Youth Scholarship funds come out of the Memorial Fund again this year; this puts these funds to work rather than taking them out of our general operating funds.

Sully Committee: Bill Worsham reported that the 2017 Sully dash plaque looks very nice and has received many positive reviews.

The Sully fliers have been on hand since March and are being given out. The Sully Committee will mail about 900 fliers to interested Sully attendees, as in the past.

Bill has scheduled the walk-through with Sully management for the second week in May during the day.

The Fire Marshall's application has been submitted.

Signups for volunteers for Sully are a bit behind last year. We have 50 people signed up so far, and there is a need for 80. The Club membership will be asked to step up to help.

Extra Sully pins will be sold again at the Information Booth. Bill reported that they will also have a supply of past years' pins for sale at the Information Booth.

FROM THE SMOKE-FREE ROOM (Cont.)

Club members did a Sully sign cleaning and review at Benny's house on what was to have been sand blasting day. They reported we need 6 signs renewed, and more heavy-duty mounting bases. It was suggested that we need a new sign made up for pin sales and for the Information Booth. We also need a sign for the paddy wagon, the pie wagon and the display of go-carts (from James' school), as well as for the Club compressor.

Programs: James reported on the successful event at his Middle School, where he teaches. Club members John Dougherty, Jay Melton, and James, brought their Model A Fords to show off to the students. These Club members were willing to bring their cars, despite the fact that it rained during the show. The local Maserati dealer sent one car this year. It was bright red. The Maserati notwithstanding, the Model A's were the big hit. News 4 was there to record the event, which was good publicity for the Club.

James reported that upcoming programs include: May - Sully Judging prep, June - Distance driving tips, July - The Club Outdoor Swap Meet, August - A Fuel information seminar, Sept - Benny's Coupe restoration. See the web site for the latest news.

Activities: Jason was not able to join us, so Jim gave his report.

The Merkel Farm Small Parts Day is Saturday, April 29th. Janet Merkel is ready, the pigmy goat should be there. The Model A carb expert will be there. Sandblasting will be OK, per George, Jr. The Club very much appreciates the generosity of Janet Merkel and George Merkel who are hosting us for this significant Club event, again this year.

We have been invited to participate in the 2017 Spring Mustang and Ford Show on Saturday, May 6 from 8:00 a.m. to 3:00 p.m. at Cowles Parkway Ford, 13779 Noblewood Plaza, Woodbridge, VA 22103. This is sponsored by the National Capital Region Mustang Club; GWC member Rusty Rentsch is their President this year. Details on the web site.

The next Caffeine Double Clutch will be Wednesday, May 10th, at 9:30 AM, at the Fair Oaks Silver Diner.

The Winchester Apple Blossom Festival is May 13th. Wayne Parker is involved in planning it. They expect to have fewer cars this year, so members should plan to bring their Model A's.

The National Park Service Fort Hunt Show will be held on May 19th, at the George Washington Parkway and Fort Hunt. Two rangers from the Park Service rode with us in the Cherry Blossom Parade, and they look forward to our participation in their event.

The Luray Pre-War Swap Meet will be held May 19th and 20th. This is the AACA Mid Atlantic Swap Meet, and is a good show.

Also on May 20th will be the Northern Virginia Regional Group (NVRG) Early Ford V-8 Antique Car Show at City Hall, 10455 Armstrong Street, Fairfax, VA. The registration form and more details are available on our web site.

The Berryville Steam Meet will be held July 28th thru 30th.

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FROM THE SMOKE-FREE ROOM (Cont.)

Upcoming parades are: The Memorial Day Parade, and The National Independence Day Parade. Agreement of Release forms for the Memorial Day Parade are available on the web site; they are due by May 12. We have authorization for 8 Model A Fords for each parade.

For the Fairfax 4th of July Parade, Benny has permission for 5 Model A's.

Jim has been in discussions with Lew Parker to set a date for another winery Tour. Jim will follow up and let us know.

We discussed a Northern Neck Tour, with a driving school for Model T Fords. Details to follow.

Also, the Kent Island Tour, to see Mike Pangia's Lindberg plane, is in the planning stages. No date yet for this tour.

Membership: Greg reported that we had a new member at the last meeting. His Model A is a roadster pickup.

Sunshine Report - Barbara Edwards had successful heart surgery, and will head home soon. Greg reported that former Club member Jerry Dewitt had a heart attack on Sunday. Further details will be reported as we learn them.

Pictures of the March DAR event and the Club compressor are on the web site.

Editor: Bill Sims reported that May 1st is the deadline for the next Script. Bill mentioned the obituary for Joe Krafft. As an active member he painted the Club's Model A compressor its current yellow color. His favorite Model A was a 1928 phaeton, and he had others too.

Bill requested that the membership send in more articles for the Script.

National Club Liaison: Stan Johnson was not present. Jim Gray reported on the July 30 thru Aug 4 National Meet in Gettysburg. Doug Reed is the POC for Club members who want to help out at the meet.

John Leydon has volunteered to have members meet at his place for the drive up to the Gettysburg meet, via back roads. John knows of a low traffic way to get there.

Club Tool Chairman: Benny was not present. Jim reported that eleven Club members were on hand for Compressor Day. They changed the oil, drained the gas, cleaned and re-set the points, re-set the timing, cleaned and lubricated the special valves for the two compressing cylinders, and even put air in the tires; the sweet sound of a running compressor can be heard on our home page. We're ready to throw some sand once our schedules and the weather cooperate.

Youth Scholarship Chairman: Tom reported that the Club has received one application so far. He expects more to come in as we get closer to Sully. His Committee is ready to review them.

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FROM THE SMOKE-FREE ROOM (Cont.)

Secretary: Doug reported that the April Board Meeting was held at the Tysons Silver Diner to make it less of a trip for some of the Board members. For the May Board Meeting, we will meet back at the Red, Hot and Blue. The membership is invited to attend.

We would like to hold at least three Board Meetings at members' homes this year. The schedule for these will be announced. Doug volunteered for the June Board Meeting, on Wednesday, June 28th. James volunteered his garage, as soon as he gets permission from The Management. The July Board meeting will be held July 26th.

It was decided not to have the Board Meeting at the post-Sully picnic, so as to make that a more relaxing event for everyone.

Old Business:

Jim reported that a vote on amendment updates to the bylaws will be held at the November Annual Business Meeting. These will be published in the Script in advance.

Jim had hoped to finally vote on the 2017 budget, but we do not have a quorum this evening, so that vote will be held as soon as possible.

Jim reported on his preparations for the Sully judging, as Chief Judge. He will use the revised judging sheets he developed, but not the electronic input program, as he hoped. The electronic tallying did not perform as expected. The tallying of the votes will be done manually, as in the past.

Jim will ask the Sully judges to gather at 10:30 AM, one-half-hour early, so as to avoid the 11:00 AM rush near the gate area.

Jim gave a status of the Lifetime Membership packages. Jim has been given the names of two potential candidates, but he is awaiting the completed nomination packages. The criteria for the packages is spelled out in the Bylaws. The Club has 10 current surviving Lifetime Members. The deadline for submissions is June 30th.

Jim reported on the new logo for the Club. It will be a Model A Ford radiator image, with the profile of George Washington inside. Jim and Greg will research a logo producer.

Jim also mentioned the Nominating Committee for next year's Board.

New Business:

Jim noted, that due to the calendar again this year, we may need to reschedule the November BOD and December General Membership Meeting and BOD meetings so they don't conflict with the holidays. He proposed moving the December meeting one week earlier, as we did last year.

Adjournment:

The meeting was adjourned at 8:40 PM.

Doug Tomb
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1992)

In the Script's President's Corner, Prez Andy Pogan said that since the touring and car show season was in full swing with more old car activities than anyone could possibly attend without completely ignoring house and yard that we each have to set our priorities, and that his was clear to anyone—his yard looked like a rain forest! But then his Model A had just finished its second straight 1000-mile month. With George Merkel planning terrific tours and Club activities, participation had been great. All leading up to the need for "mini-maintenance seminars" such as the one held before the April meeting. The plan was for them to be held throughout the summer while it was warm and there was plenty of daylight. For the month of May, Millard Springer and Herchell Brumitt would walk us through the judging of a car using the Sully judging sheet.



Very notable attendance was noted at the April general membership meeting as evidenced by the sign-in sheet; 99 sign-ins!

It was announced that the National Capitol Regional Group of the Early Ford V8 Club was attempting to organize a winter indoor flea market to be held somewhere in the DC area. Too bad that didn't seem to go anywhere, as far as I know, at least. The best local area winter flea market had been the Model T club's at the Montgomery County Fairgrounds. That bit the dust in around the late '70's because the rent became unaffordable, and thus the demise of a favorite cold weather activity.

For May, Rick Menz was lined up to give a program on installing insert bearings in Model A engines. Additionally, Bob Wild would present a slide program, courtesy of Gordon Sanford, on "trunks and plates for travelin' A's." Gordon had attained Life Membership status in the GWC and had since relocated to Bakersfield, Ca.

Vern Parker's article entitled "Model A Stays in Maryland," which had been in his column in the Washington Times, chronicled GWC member Bennie Buggs '31 Model A Tudor, which he discovered at the Gaithersburg Show in 1975 and bought. In tracing its lineage, Benny discovered he was the 10th owner, and all the previous 9 had been Marylanders too.

A brief bit entitled "Those A-Fordable Fixes For A Fords" by Dave Henderson went like this; Exhaust problems! What was a '30's guy to do when the old "A" wouldn't pass Va. inspection because of all that noise? Solution; grab up pocket change and head out to the Western Auto Store where a 5-cent manifold connector could enable a flange repair that might do the trick, and at a fraction of the 25 cents the inspection would cost. Oh oh, no fix? Plan B was procuring the buck thirty nine complete exhaust line. Feeling flush? Deep pockets could splurge and get the heavy duty extra quality model for \$2.59, all offered in the 1936 catalog.

Dave Henderson

PROPOSED BYLAW CHANGE—PART 1 OF 2

Fellow GWC members. Times change, and your Board of Directors believes we need to make two changes to our Bylaws to adjust to those changes.

This month we offer the first of these 2 proposed changes for the review of the Club. We will publish our second proposed change in next month's *Script*.

We will vote on this and the second proposed change at our Annual Meeting, which will be held on November 15, 2017.

This first change is to bring our Bylaws into consonance with the Code of Virginia with respect to proxy and electronic voting. The Code of Virginia that applies is Title 13.1. Corporations, Chapter 10, Virginia Nonstock Corporation Act, Section 13.1-847, Proxies.

The reason for this change is to allow for the possibility of a conference call or other electronic meeting of the BOD when weather or necessary absences preclude establishing a quorum as is necessary to conduct the business of the club. This change will also allow the BOD to achieve a quorum through the use of electronic voting methods when an insufficient number of members is physically present at the meeting location. For the purpose of this discussion, "electronic" means relating to technology having electrical, digital, magnetic, wireless, optical, electromagnetic, or similar capabilities.

This is how our Bylaws are currently written:

CURRENT WORDING

Article VI

Meetings

Section V Quorum – A meeting, whether a regular membership or a special membership meeting, must have twenty percent of the listed voting membership present to constitute a quorum. For a Board of Directors meeting, a quorum will consist of two-thirds of the Board membership. Proxy votes are not permissible; members must be present to vote.

PROPOSED WORDING (Note: the proposed changes are highlighted in *bold italics***).**

Article VI

Meetings

Section V Quorum – A meeting, whether a regular membership or a special membership meeting, must have twenty percent of the listed voting membership present, ***or represented by proxy or remotely cast votes***, to constitute a quorum. For a Board of Directors meeting, a quorum will consist of two-thirds of the Board membership. Proxy ***or remotely cast votes are permissible for regular membership, special membership and all Board of Directors meetings in accordance with the Code of Virginia (Title 13.1. Corporations, Chapter 10, Virginia Nonstock Corporation Act, Section 13.1-847. Proxies).***

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PROPOSED BYLAW CHANGE (Cont.)

The following is the language in the Code of Virginia that applies to our Bylaws:

§ 13.1-847. Proxies.

A. A member entitled to vote may vote in person or, unless the articles of incorporation or bylaws otherwise provide, by proxy.

B. A member or the member's agent or attorney-in-fact may appoint a proxy to vote or otherwise act for the member by signing an appointment form or by an electronic transmission. Any copy, facsimile telecommunications or other reliable reproduction of the writing or transmission created pursuant to this subsection may be substituted or used in lieu of the original writing or transmission for any and all purposes for which the original writing or transmission could be used, provided that such copy, facsimile telecommunication or other reproduction shall be a complete reproduction of the entire original writing or transmission.

Jim Gray
President

SUNSHINE REPORT

One of the bonuses for belonging to the club is our Sunshine report which gets the word out for members that have challenges in their life. All you have to do is contact me with the information you would like to share and specifically mention it's for the Sunshine report, and I'll get the info out our members. This is a great and easy way to get the word out. Please take advantage of me!



Please keep the family and friends of Jerry DeWitt who passed recently in your thoughts. He has not been active in the club for a few years but has brought his cars to Sully and always loved his Model A's.

Barbara Edwards is now home from recent open heart surgery. I hear she is moving around and on the road to recovery.

WEBSITE REPORT

We recently tuned up, cleaned and got running the club compressor. All pictures can be found on the website at: <http://www.gwcmodela.com/photomenu.asp>
And then on the main page (<http://www.gwcmodela.com/>) is a link to a video showing it running. Enjoy!



MEMBERSHIP REPORT

Please welcome the following family to the club and add their info to your roster.

Blane & Rebeckah Adcock
1120 Key Dr.
Alexandria, VA 22302
703-395-5027
Blane.Adcock@gmail.com

We got to meet Blane at the May monthly meeting. He has a 1929 Roadster Pickup. Welcome!

SULLY 2017

Plans are now in place for our best Sully show ever. All we need is the help of each Sully member to make this show a success.

Please sign up at the next meeting. Those who sign up will receive one of the following: a free car registration or \$10 off a flea market space or four gate passes for your family or friends.



THE STEERING COMMITTEE – 2017 SULLY MEET

ANNUAL MEET CHAIRMAN	Bill Worsham (703) 250-5474	billworsham@aol.com
SHOW CAR REGISTRATION	Bill Benedict (703) 430-2441	carolabenedict@aol.com
FLEA MARKET (Vendor liaison) (Field set up))	Bruce Metcalf (540) 955-8312 Paul Gauthier (703) 323-0009	kesedeme@aol.com gokie1@verizon.net
CAR CORRAL	John Dougherty (703) 971-8033	doughert@cox.net
CONCESSION/SNOW CONE	Greg Shepherd (703) 476-6496	shepman@gmail.com
OLD CAR PARKING	Tom Terko (301) 949-7329	tterko@verizon.net
JUDGING CHAIRMAN (Chief Judge) (Judges liaison)	Jim Gray (703) 250-1991 tbd	jrg240z@cox.net
TROPHIES	Gil Beckner (703) 971-3795	gbeckner@verizon.net
PUBLICITY	CHAIRMAN NEEDED	
SPECIAL DISPLAYS	Benny Leonard (703) 278-2994	ben5@cox.net
INFORMATION BOOTH	Dan/Donna Lyon (301) 330-5564	maneline@comcast.net
FRONT GATE	Bill Jaeger (703) 929-7599	Billy8n@aol.com
HELP WHERE NEEDED	Laurel Gauthier (703) 323-0009	gokie1@verizon.net

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JOE KRAFFT 1923 - 2017

Joe Krafft passed away on Tuesday, April 18, in Alexandria. He was 94. A long-time member of the GWC, Joe and Alice were active in charitable activities and organizations as life-long residents of Alexandria. Joe did frame-off restorations of 4 of the 5 Model As he restored – his 1928 Phaeton was his favorite. Joe was a fastidious Model enthusiast, and the quality of his restorations reflect that level of excellence. Joe's viewing and burial was on April 24. **The formal funeral Mass will be held May 19 at 11am in the Convergence Church at 1801 North Quaker Lane in Alexandria.**

Jim Gray

CLUB ALSO MOURNS LOSS OF JERRY DEWITT

On April 28, 2017, Jerry DeWitt, an early and former GWC member, died in Suburban Hospital, Bethesda, MD. Several days earlier, he had suffered a major heart attack while trimming low-lying tree branches. Jerry, an eye surgeon by profession, had recently celebrated his 65th birthday. He had been very actively (I would say "passionately") involved with Model A's since his youth, and prided himself in the researching and accurate restoration of his vehicles.

Some years ago, Jerry built a wonderful garage directly behind his house, and he spent indeed an abundance of satisfying hours working there with his cars. Jerry was a long-time "regular" at the annual Fall meets in Hershey, PA. Moreover, he almost always seemed to come up with at least a few original parts for his restorations at national Model A meets and also at Carlisle, PA.

Jerry is survived by his wife Judy, son Leland and daughter Grace, to whom we send our heartfelt condolences. In lieu of flowers, Judy DeWitt has suggested a donation be made in Jerry DeWitt's name to the Columbia Lighthouse for the Blind, 1825 K Street NW, Washington, DC 20006.

Howard Minners



SMALL PARTS DAY AT JANET MERKEL'S ON APRIL 29

Not too crowded, and not much work got done. The mood was restrained and a bit subdued as we remembered Jerry DeWitt and together hoped for the best for his family. The resulting atmosphere was peaceful and relaxing.



We had 9 old cars, 6 of which were Model A's, and 27 people I counted. The names below with an * had a Model A there; the name with a ** had a Nash there. Janet also had her '50 Merc on display.

Janet*, Harry White*, Craig Sawyer and brother-in-law, Jimmy Scheidel*, Billy and Ricky Beardmore*, Tom and Carol Terko, Jerry Olexson, Stan Johnson, Benny and Sharon, Laurel Gauthier, Jason

Cunningham**, George Jr. and Donna* and 2, Milford*, Mike Brownell, Mark Kuklewicz, Bruce and Loretta Metcalf, James Kolody, Kathie and me.

The highlight of the day was neither a Model A nor Model A-related. It was a 1932 Nash 4-door Ambassador 970 that belongs to Activities Chairman Jason Cunningham's roommate.



It looked a bit like a big Model A, but under the hood, the comparison stopped.

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SMALL PARTS DAY (Cont.)

The straight 8 in that Nash generates 120 HP, giving the car a lot of power. Fine piece of machinery. I'm pushing him hard

to bring it to Sully – a first place trophy for sure in our new class 33 - "Original Unrestored through 1982".



Jason gave a few rides in the Nash – here Benny, Bruce and I take a spin – that rear seat is DIRECTLY over the rear axle – I wonder what that car has for shocks? What I learned was that it only had a 3-speed, but it was a synchromesh! I also noted that it was pretty quiet back in the back – and the suicide doors were a nice touch.

We shared lots of good memories of Jerry and all the interactions folks there had with him. Harry White told us that the Copra Drab '29 Business Coupe he'd driven to the gathering was one Jerry had found in Texas and later sold to him.

Milford worked on a carb for a few minutes. The ladies caught up. It was warm, but not oppressive. Barbecue was great, as was the coleslaw and potato salad. Great too were Loretta's Ramen Noodle Salad, Sharon's green pistachio "salad" (with marshmallows!), and Laurel's dark cherry bars. Most of the food was eaten on the spot – Janet's planning was spot-on.



As we were leaving, George, Jr. offered up a stack of 8 old tires – I almost snatched 'em for Clem, but Kathie caught me trying to heave them into the truck.

Too bad, these would have been fine lawn art and mosquito breeding areas. I thought they were gonna' stay put, but George Jr. and his crew hauled them off in the front scoop of a tractor.

Thank you, again, Janet and family. We may not have repaired a lot of small parts at Small Parts Day, but the day was still exactly what we all needed.

Jim Gray

WELL... HAPPY 90TH BIRTHDAY!

In the late Spring of 1927, the world was totally agog with Charles Lindbergh's 3,600-mile, solo trans-Atlantic flight on May 20-21 from Roosevelt Field, Long Island, NY to Paris, France. Although somewhat overshadowed by Lindbergh's flight, that same month of May, exactly 90 years ago, also happened to include a BIG event for the Ford Motor Company. For on May 26, 1927, the Company announced its intention to discontinue the Model T and thereupon come out with a "New Ford," a moniker that eventually became the "Model A Ford." At that point in late May 1927, Ford provided no specific details for The New Ford, but promised that such information would be forthcoming in a short time. Concurrently on May 26, 1927, the last Model T, with engine number 15,458,781, rolled off the Ford assembly line. Edsel Ford was the driver with his father, Henry, in the passenger seat. That car was the so-called "15th Million Ford."

Henry Ford had been stubbornly resistant to replacing his beloved Model T. But decreasing Model T sales, strong and persistent complaints from dealers, and urging from family and friends finally persuaded him, still reluctantly, to agree to produce a new car. It would need to compete with "more modern" vehicles from manufacturers such as Chevrolet. Finally, not too long after that decision had been made, Henry Ford fully immersed himself in the process of creating a new car. However, few details had been worked out in advance. Any tidbit of information about The New Ford was widely sought by the public, but was, in fact, minimal and very slow in forthcoming. Then in June 1927, someone had reportedly stolen "official details" from a newspaper publisher, but that information was indeed premature and quickly denied by the Ford Motor Company. In fact, it was not until the early fall of 1927 that production schemes had been worked out. Model A engine #1 was not stamped until October 20, 1927. Gearing up to full production was slow, changes early-on were frequent, and relatively few Model A's were actually available to the public in 1927.

Friday, December 2, 1927, dawned as a rainy and cold day on the East Coast. That was the day the Model A was formally introduced. Ford showroom crowds throughout the U.S. were tremendous ... even some schools were let out so that students could catch a glimpse the new Ford car. A significant proportion of the US population came to jam showrooms during that first week, and orders for future delivery began to pour in. Indeed in at least one location, an unscrupulous opportunist, posing as a dealer, took trusting customer deposits for future delivery...only to abscond with the money!

So as you look through your 2017 calendar to May 26th, close your eyes and try to imagine the excitement at Ford Motor Company so many years ago. On that day, precisely 90 years ago, a new car was not too much more than a glimmer in Henry Ford's eye... so we can be happy that he followed through with his intention to produce The New Ford!

Howard Minners

ATTENTION ANYONE WANTING THEIR CAR PIN-STRIPED

Club member Jim O'Neale was recently contacted about an opportunity. Apparently the Model A pin-striping guy from New York, Jim Brand, might be coming to our area in late May or early June. Jim is looking for anyone interested in having pin striping done to entice him with as many cars as possible. Please contact Jim at: oneale31@gmail.com or John Cannon at: JCannon126@aol.com if interested.

COMPRESSOR DAY AT BENNY'S

Our Tool Chairman, Benny, and his gracious wife Sharon hosted a very successful compressor tune-up day on April 15. With nice cool weather, Benny's great plan of work, some coffee and donuts, we were ready!



We had 4 Model A's and 11 club members helping get the Club's Gordon Smith Model A Ford Motor air compressor running again and tuned up for a yet-to-be-held sand blast day.



Clem, Tom Quigley, Jim Baker, and VP James Kolody drove their cars. Mike Brownell, Shep, Jaime Stiles, Paul Gauthier, Stan, Benny and I were also there, albeit in moderns.

We all flailed away as our knowledge and experience would allow.

>>>>>>



Tom Q and his Starbucks



Sharon putting out the donuts and coffee



COMPRESSOR DAY AT BENNY'S (Cont.)

The expert at work



Stan is the founder and first President of the MAFCA Model A Motor Compressor Special Interest Group, and its current newsletter editor. The pieces he is carefully cleaning are the two special valves fitted to the two compression (non-firing) cylinders. They have to be lubricated with graphite, not oil, to operate correctly and enable the motor to provide the most air compression.

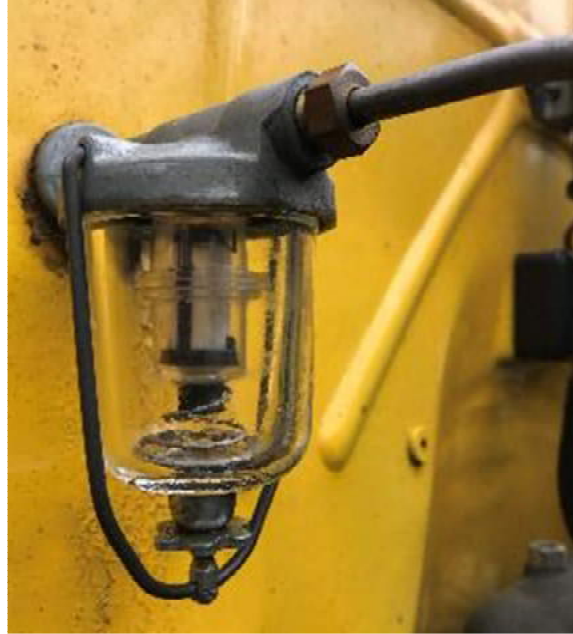


As Stan lectures on the intricacies of the Smith Air Compressor, Mike Brownell cleans the fuel bowl – which didn't appear to have EVER been really cleaned before; it's mighty clean now.

>>>>>>



COMPRESSOR DAY AT BENNY'S (Cont.)



Benny makes one final tweak



Ready to test the compressed air line for leaks.



COMPRESSOR DAY AT BENNY'S (Cont.)



So the Air Force Colonel, Clem and the Army Colonel, Mike conferred on the compressor, and agreed – it sure blows a lot of air.



After lunch, Benny, James, Stan and Tom Quigley tackled the fitting issues on the sand blast unit, getting it in tip top shape as well. In the end, the compressor ran (with the pressure gauge showed a steady 100 psi), and the blasting unit checked out well. Now all we need is a good day to throw some sand.



Look for the compressor at Sully this year in the Special Display area.

Jim Gray

KIDS, GO KARTS, CARS AND RAIN

The forecast on April 21 was for rain, but I saw in that morning unlimited opportunity. It was 5:15 a.m., dark and raining, but I battened down the hatches and headed out anyway. A resounding Ahooga shattered the morning calm and announced to my sleeping neighbors that my Model A Ford was heading out in the rain on a mission.

Why so early? And why in my Model A (with its wooden box rear end) in the rain? Because it was for a big deal - the "Second annual Adam Nesbitt Derby and Car Show," to be held at Gunston Middle School of Arlington County.

This show and derby is the culmination of a year's worth of effort from the members of the "Design and Engineering Club" and was being co-produced by Steve Ellis, Topher Paterno, Monica Lazano, and me.

The event is named after Mr. Adam Nesbitt, a teacher and founding member who was lost to us before his time, but his legacy lives on in the work and inventions of his students.



The event features students who show off their hand-crafted, Derby Soapbox-style marvels in which the students race in a winner-take-all challenge match. The student cars were:

- The "Bleeding Hearts", created by a group of tough and determined 6th graders;
- The "Great 8s", built by our eight graders, and led by our only three-year-member Rebecca;
- The "Desert Wind", the creation of our 6th grade boys group;
- "The Rhino", our longest car (a.k.a "The Flaming Carrot") built by two brothers;
- And the "Flaming Hornet", our teachers' entry.

These cars went head to head in some incredibly close races.

The event runs on the dreams and designs of the children as their cars race down the hill, while our parking lots are filled with automobile history and wisdom in the form of classic and exotic cars that dazzle and ignite the children's minds. These classics and exotics form the back drop for what is becoming Gunston Middle School's biggest event.

This year, I am again proud to say that the George Washington Chapter led the way with three

KIDS, GO KARTS, CARS AND RAIN (Cont.)



cars, a 1931 Fordor owned by John Dougherty (currently also the President of our local "Knights of Columbus"); a 1930 Coupe owned by Jay "The Librarian" Milton; and my 1931 Coupe. Other notable cars there were a 1974 Dodge Dart; 1970 VW Bus Camper; a 1982 Corvette; and last, but not least, a brand new 2017 red Maserati two door, with tan leather interior, courtesy of Maserati of Arlington.

The Students raced their cars in a double elimination tournament. The highlight of the day was photo finish of the closest race in Club history. The "Great 8s" and the "Bleeding Hearts" stole the show in a razor close finish that still creates debate depending on whose camera you're looking at. Though the official winner may not be known, what is known is that all had a wonderful time and the George Washington Chapter make its presence known in support of its community and the next generation.

James Kolody

An advertisement for J.C. Taylor Insurance. At the top is a logo with the text "J.C. Taylor" in a script font and "INSURANCE" in a sans-serif font below it. Below the logo, the text "INSURING YOUR VEHICLES FOR OVER 50 YEARS" is written in blue, all-caps, sans-serif font. Below this text is a photograph of a vintage dark-colored car with white-walled tires and green wheels. At the bottom, the phone number "1-888-ANTIQUE" is on the left and the website "JCTAYLOR.COM" is on the right, with a small Facebook icon to its left.

REPORT ON THE NATIONAL CHERRY BLOSSOM FESTIVAL PARADE

It was a typically brisk Saturday morning as the eight cars from our Club headed down to the 2017 National Cherry Blossom Parade.

Unfortunately, my car was destined to break down a mere three blocks from the parade rally point, and had to be towed back due to a clogged fuel line. Thankfully, Clem was able to write, with his characteristic flourish, a brief update for you of how the parade went. I know you'll enjoy it.

Jason Cunningham

From Clem:

Cherry Blossom Parade day broke a bit chilly. Fortunately I had a big bowl of cereal and headed to the Pan Am shopping center gathering spot with the top up. At the nearby gas station, I wasn't looking and I filled the tank to the rim, thus I had to park sideways in the Micky D's lot so the gas would not spill over. Tom Quigley made the same mistake, so we both had to park sideways. What a proper start. Tom, Jim Gray, Benny Leonard and Glen and George Bates showed up (Me with another breakfast) and rolled into our rally point in DC. Our secret route took us over the Theodore Roosevelt bridge, right turn and over to Independence Ave and down to 4th street. This route cut the traffic to nil and got us a great view of the Cherry Blossom blooms. It was a beautifully quiet and stunning ride through our nation's capital.

Set up parking was right next to a fine row of Blue cubes and across the street from the Smithsonian's Micky D's: Third breakfast. We prepped with our cars and handed out some Sully brochures. Two ladies from the National Park Service, Rachel and Kam (Correct?), arrived in stunning retro uniforms and were assigned cars: Rachel in Doug Tomb's phaeton and Kam in mine. Rachel rode most of the parade standing on Doug's running board.



We rolled on time to get to Constitution Ave. I love the start area with all the bands practicing and the helium balloons everywhere. It turns out Kam had never been in a parade. I showed her how to do the regal wave and look the crowd envious. In all too short of time the parade was



We pulled over about 18th street to drop the Park Service's folks off and for some unknown reason the Parade Staff would not return the ladies to the start line. Jim arranged for Doug and I to return the ladies via independence Ave. Another fun parade had a happy ending. Doug led us via the 14th bridge and a couple of wifferdills to the Chic Filet on Route 50. Four cars worth grabbed the good chicken sammies and we all headed home. Golly I love parading in ole DC!

Clem

NOTE: Don't miss our next DC parade, the Memorial Day parade. Visit the Club website for more information or email Jason at jjcunningham@gmail.com to sign up.

ALEXANDRIA “KRAFFTSMAN” RESTORES HIS LIFE’S DREAM

(Reprinted from The Alexandria Gazette Packet, March 22, 2001)

From testing the strength of Navy guns to restoring the strength of vintage Model A Fords, for Joseph M. Krafft it has always come down to following his dreams.

After 35 years working at the Naval Research Laboratory (NRL) in the District of Columbia, this native Alexandrian turned his interest to storing what has become the national valentine for America’s love with the automobile. At the end of his driveway on Oakcrest Drive in Alexandria stands a garage he also designed and built to pursue his dream.

“I always wanted a garage but I didn’t want to move,” Krafft stated. “I was able to get all the neighbors to agree to support my appeal for a zoning variance to build the garage that would enable me to do what I wanted to do — work on cars and sailboats.”

That garage is fully equipped with all the necessary tools and mechanical devices to enable him to totally restore his antique car of choice. And he has four completed projects to attest to his dedication, perseverance and workmanship.

“Following my retirement in 1983, I went to a car show at Gunston Hall. In viewing all the various cars on display, I thought to myself, ‘I can do that,’” Krafft stated.

This rationale was well-founded, based on what he had accomplished in his career and academically. Holding a bachelor’s degree in Mechanical Engineering from Catholic University, Krafft went to work at the NRL concentrating on gun breach fracture problems.

“I was lucky enough to work with George Irwin, a world renowned physicist at NRL. This got me interested in physics and I decided I wanted to get my doctorate,” Krafft explained.

“At the time an Austrian by the name of Hertzfeld headed the Physics Department at Catholic University. When he looked at my academic background in mechanical engineering, he said I wasn’t qualified for Ph.D. work in physics. However, when he looked at my work at NRL he reconsidered and I was admitted to the program.” Krafft received his doctorate in Physics in 1951.

When the garage was completed, Krafft invested in his first Model A, a 1931 Roadster, which he located through an ad in the newspaper. It belonged to a retired Navy Captain in Arlington.

“He had bought it from a widow for \$5,500 but found it was too rusty for him to restore given his capabilities and facilities,” Krafft explained. “The price was a bit of a shock, but I felt that we had the money, the time and now the facilities, so why not.”

“It took two and a half years to restore. I had to take it completely apart and start with the frame. The final paint color we chose isn’t quite authentic but my wife really liked it and she definitely gets to vote,” he emphasized. Today, the mustered (sic)-yellow roadster, with its tan receding top and whitewall tires, resides in Bethesda, Md., with Krafft’s son, a Certified Public Accountant. “He really likes driving it,” he said.

>>>>>>

ALEXANDRIA “KRAFFTSMAN” (Cont.)

The second project was a 1929 two-door sedan, which Krafft bought for \$1,800, sight unseen, from a magazine ad. ‘When I called the owner he kept saying something about the roof. I thought he meant the inside head-liner. When I finally saw the car I realized he meant it had no roof,’ Krafft recalled. “It took us three days to tow it with my Lincoln from Hackensack, Minnesota. That was in September 1990. But after being fully restored, it is probably the most dependable,” he said.

The most unusual car in Krafft’s stable is a 1928 four-door sedan known as a “leatherback” because the roof from the rear doors back is covered in leather. He bought it for \$4,950 in 1993. One of its most distinctive features is the right hand steering wheel and controls. Krafft explained that those cars manufactured in other countries, such as England and Argentina, were designed for their driving patterns. He noted that there were approximately five million Model A Fords produced between 1928 and 1931.

“The biggest production year was 1929 before the market crash. After that, production dropped off sharply,” Krafft explained. About 200,000 Model A’s have been restored, according to Krafft. This makes getting parts rather easy since there is a large supply of providers. Two of his four restored cars are housed at his home on Oakcrest Drive and another is garaged with a friend.

Krafft estimates that each restored car is worth between \$10,000 and \$15,000. “Since each car cost about \$10,000 to purchase and restore, not counting about 2,000 hours of retired time invested in each one, at a dollar an hour, this is not a business venture. You do it for the love and fun of it,” he said.

For everyday use, Krafft drives a 1980 Cadillac, which he purchased from a neighbor. He also owns a couple of Oldsmobiles and a pick-up truck. The latter he uses to haul furniture for an organization in which he is actively involved known as ALIVE. Alexandrians Involved Ecumenically. It is a charity founded by 39 churches and synagogues to help the needy.

“The original price of a new Model A was approximately \$600, depending on model,” he noted. “I now pay \$150 just for the horn.”

By CHU CK HAGEE

MAFFI NEWSLETTER MINUTE

We will be ordering bricks at the end of May for installation at the museum before 2017 Model A Day. If you have been thinking about ordering a brick 'In Memory' or 'In Honor' of someone near and dear to you, or if your club/region doesn't have a brick at the museum with its name on it, now would be a great time to do it. Each brick is \$150 and the form can be found at www.maffi.org. Don't forget to send the check and form to our new address. MAFFI, P O Box 28, Peotone, IL 60468-0028.

As always, we appreciate your continued support.

Loukie Smith
MAFFI President

PHOTOS OF JOE (AND ALICE)



Joe and Alice at Sully in 2004



Model A's escorting Joe "home"

MODEL A'S (AND DOZENS OF OTHERS) GOT NEW LIFE AT JOE'S LAST CHANCE GARAGE

Joe Krafft loved being a member of the George Washington Chapter of the Model A Ford Club of America, <http://www.gwcmodela.com/>. His five Model A's showed his tireless enthusiasm for sharing his passion for all people and things to do with Model A's. As a boy growing up in a contractor's family in Alexandria, Va., he and his brothers learned many skills he put to use throughout his 94 years, and all of these he put to use working on his wonderful cars.

Joe's first auto restoration project was the family owned 1929 Cadillac, which he restored as a teenager in the early '40's. The Cadillac was wrecked in '44 or early '45 when the brakes failed on a steep hill, but not before Joe and his brother Frank jumped to safety. The damaged car was towed to the family's garage on Cedar St. When Joe's brother John returned from WW 2, he repaired it and converted it to a pickup truck so he could restart his heating and ac business. Thus the world's first Cadillac pickup truck. It was seen on the streets of NoVA for many years.

One of Joe's first Model A projects was to convert the front end of a '28 into a boat trailer to support his other lifelong passion, small-boat racing. Brothers John and Frank lent a hand, and by reversing the yoke and adding a bed with sheet metal fenders they had their double-decker trailer on the road in 1946. Frank and his beloved wife Polly sailed Penguin no. 600 and Joe with his beloved Alice no. 900 and later no. 999 to many ports of call, <http://www.penguinclass.com/>. Older brother John and their four sisters cheered them on. The tongue weight was heavy with the '28 axle so they switched to a '31, and it is still roadworthy, carrying his son Henry's Penguin no. 9320 to races on the Potomac and the Bay.

Joe and Alice married in 1948. Among the wedding presents was a South Bend lathe. This came in handy many times when hard-to-find parts had to be replaced. But, most of all, Joe had found a loving, willing, and forgiving wife in Alice. She supported his pursuits unceasingly and most of all gave him eight loving children, four boys and four girls.

The kids were born between 1949 and 1959. But no Model A could carry them all. Instead, a 1950 Plymouth wagon, then a 1960 VW microbus, followed by many station wagons, did their travel duty. As the kids grew old enough to drive, there was a steady succession of VW Bugs and other used cars. Much time was spent keeping them on the road, and the used car fleet was completed with a '66 Lincoln Continental. Joe discovered it while browsing the used car ads and purchased it on a whim for \$500—a classy departure from the practical and economical cars he preferred. I think he sold it 20 years later, for \$500.

Joe was a doctor of physics by training and a mechanical engineer by trade. As a research engineer working at the U.S. Naval Research Laboratory in Anacostia, D.C. for his entire career, he was in the vanguard of discoverers who successfully described analytically why and how metal broke. They solved the mystery of why so many all-welded WW II Liberty ships were lost both at dockside and at sea. Together with his world class colleagues at the Lab, they founded a new engineering field called fracture mechanics, <https://www.nrl.navy.mil/accomplishments/materials/fracture-mechanics/>.

Today, fracture mechanics ensures steel is tough and resistant to cracking to support the robust design and safe operation of ships, nuclear power plants, airplanes, and countless other applications. One much later application was fracture-resistant spaghetti developed--where

JOE'S LAST CHANCE GARAGE (Cont.)

else--but in Italy. It helps to not have spaghetti break on the production line before it reaches the boxes. Joe was a true restorer, so more than likely he didn't modify his fleet to make them any tougher. Henry Ford and his engineers put plenty of margin in the designs of the Model A's to take care of unexpected road conditions.

Joe retired and launched into his restoration work by first designing and building a home workshop. His next door neighbors of 65 years, the Jack and Elaine Rosenberg family, kindly approved of a needed side yard variance so he could park a Texas-size boat trailer in the garage and have room leftover for a work bench.

Joe's fleet of five A's included his first restoration – a '31 Roadster – completed in time for daughter Rebecca's wedding in 1988. This was promptly followed by a '29 Tudor and then a '29 Briggs-body Blindback Fordor. He showed them at rallies for prizes, and knowing his work would never be perfect, still he was happy with his results. He then bought a right-hand-drive '29 Fordor, which had been built in Argentina and driven in Uruguay (accounting for the poor shape of the transmission) and ultimately ending up in Virginia. The four A's completely filled his garage and driveway, so his brother John stored the RH drive sedan in his garage. Then he found the "Queen of the Road," a '29 Phaeton in perfect shape, so Joe gave the Roadster to his son, Matt, and soon thereafter, he passed his '29 Fordor to his son Charles and later gave his '29 Tudor to son Henry, holding on to his two lasting favorites, even though his failing vision prevented him from driving. Both were in great running order so there was little more to do than routine maintenance to get them ready for various local parades, although Joe was always tinkering and improving them.

And, drive around he did. Joe and Alice drove the Tudor to Niagara Falls, New York, with his young grandsons, Luke and Max, and the Blindback Fordor to Dearborn, Mich., for the national MAFCA meet. They also made it to a national meet in Indianapolis and took a lap around the Speedway. They prepared for their tours by taking part in many GW Club meets and rallies. Joe's tool box and spare parts always came in handy.

One additional Model A recollection of Joe is the famous breakdown on Interstate 395, about two miles from his home. He was running an errand to pick up a new battery, and headed north on 395 from Shirlington, only to have the 29 Tudor die. He pulled over to the side of the road and called AAA. While waiting, a nephew, who was operating a dump truck headed south, saw the Model A, and turned around to head north to check on his uncle. Joe assured him help was on the way. Next, a state trooper stopped. Joe also assured him things were in order. Next, an Arlington County employee saw the Model A, and knew Joe's son-in-law, Jamie Bartalon's father-in-law drove a Model A, so Jamie was called and he made the trek over to check on things. Eventually the tow truck driver showed up and took the car back to Oakcrest Dr. Once there, Joe quickly figured out the carburetor wasn't getting fuel –he had run out of gas. He poured a gallon of gas in the tank, and headed up to the local gas station, where the tow truck operator still happened to be. They all had a good laugh about it.

Now, Joe has driven on into the sunset and will certainly share his many very fond memories of the A's with his welcoming brothers and sisters in heaven.

Compiled by the
Krafft Children

COMING EVENTS

[Club events are in bold]

May

May 6 (Saturday) The National Capital Region Mustang Club is hosting an "All Ford Show" at Cowels Ford. 9:00-3:00. Model A Club members are welcome to participate. Entry fee to show only is \$10. Will be at 13779 Noblewood Plaza, Woodbridge, VA 22193.

May 10 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

May 12-13 (Friday-Saturday) Apple Blossom Meet in Jim Barnett Park, Winchester, VA

May 17 (Wednesday) Monthly General Membership Meeting

May 18-20 Mid-Atlantic Pre-War Swap Meet in Luray, VA For info: <http://www.mapwsm.com>

May 19 Come join the National Park Service as they celebrate the founding of Fort Hunt from 3:00 – 6:00pm. The event will highlight the history of the site, fun outdoor activities, nature walks, and a moonlight outdoor showing of the movie "Stalag 17" (8:00p.m.) Our Club has been invited to display our cars during the festivities. If you haven't been to the historic Fort guarding Washington D.C. just north of Washington's Mount Vernon on the GW Parkway, this is your chance to enjoy it like never before. Please sign up by emailing Jason Cunningham at jjcunningham@gmail.com

May 21 (Sunday) West Friendship 3rd Annual Car Show. All Vehicles must have a fire extinguisher. Open to all years, makes and models. Howard County Living Farm Heritage Museum, 12985 Frederick Road, West Friendship, MD 21794. Registration 9:00 a.m. to 11:30 a.m. Event Time: 11:30 a.m. to 2:00 p.m. Pre-register by May 1, \$12 per vehicle (\$15 day of event) . Presented by: NCR36 Early Ford V8 Club of America. No Alcohol. Breakfast sandwiches, hamburgers, hot dogs, French fries and sodas. Dash plaques to be given to the first 100 vehicles to register. 50/50 Drawing. Top 40 vehicles will receive meet plaques. For More Information, phone Al Zimmermann @ 410-560-0237. E-mail_him at zimmco1@comcast.net

May 29 (Monday) National Memorial Day Parade. Sign up with Jason Cunningham at jjcunningham@gmail.com For info, <http://americanveteranscenter.org/avc-events/parade/>

June

June 14 Wednesday CDC breakfast

June 17 Saturday Large history-themed festival to commemorate the 275th anniversary of the founding of Fairfax County. On the grounds of the historic Fairfax County Courthouse and modern Courthouse, in the City of Fairfax. We hope to attract 10,000 visitors and have more than 75 history-related organizations participating. There will be exhibits and antique vehicles from the Sheriff, Police, and Fire Departments.

June 18 Sunday SULLY! (Info. on p. 12; sign-up sheet for volunteers on p. 32.)

June 21 Wednesday General Membership Meeting

June TBD Jaeger Picnic; details to follow

Be sure to check the GWC Web Site for the latest breaking news.

<http://www.gwc.gwcmodela.org/>



City of Fairfax
Antique Car Show
Old Town Fairfax

Saturday May 20, 2017
10:00AM - 3:00PM
LOCATION: CITY HALL (Between Rt. 123 & University Dr.)
 10455 Armstrong St. • Fairfax, Virginia
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Live Bluegrass Music & Food!

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**Come See the Model-T Ford
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Disassembled 1926 Model T Ford...
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Saturday May 20~~17~~ at 1:00PM

WANT ADS

For Sale

'29 roadster-pickup, older restoration, looks sharp, runs great. A fun car. Asking \$19,900. Tom Brooks, Fairfax Station VA 22039. Phone [703-323-7505](tel:703-323-7505)
 '29 Truck Body in very good condition. No overdrive. Engine may need some minor work, but this truck has been driven and given great care. Contact M. Dong, 303-350-1041

Wanted

Club member Van Ramey at [703-620-2324](tel:703-620-2324) is looking for a front axle for a 1928 AA. If you have one or know of one, please give him a call

The George Washington Chapter Inc., Model A Club of America and the Mount Vernon Region of the Model A Restorers Club does not endorse or any way approve or disapprove the use of any person or enterprise that advertises or in any way is linked to the club web site or publication (e.g., the Script)

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Sully Volunteer Statement
June 18, 2017

Please send completed form to the club membership chair or the Sully committee chair.

NAME: _____
PHONE NUMBER _____ **EMAIL** _____
ADDRESS _____

The George Washington Chapter, MAFCA / Mount Vernon Region, MARC primary fundraiser is our annual Fathers' Day antique car show at the historic Sully site. Club members are asked to commit and volunteer two hours to make this show a success. From the list below, please identify where you can help by placing a check next to the committee(s) where you would like to work.

_____ **Judging** - In this job, you'll see the best cars up close and personal. If you like old cars (and you must!), I'll bet you'll love judging. Training will be provided at a general membership meeting prior to the show.

_____ **Show Car Parking** - We need help to get the show cars parked where they need to be. This includes set up of the show field on Friday prior to the show and/or helping show cars on the day of the show. You'll see the best cars as they enter the judging field, and you'll get to tell them where to go! I can help Friday _____, I can help Sunday _____, or I can help both days _____.

_____ **Registration** - This job will give you the opportunity to see the show cars as they arrive for the show. Each car will have to get their registration packets from you to drive onto the show field.

_____ **Front Gate and Trailer Parking** - This is one of the most important jobs at Sully show. You will direct the flow of cars at the main gate and with all the great looking cars arriving, time moves fast at this job. The trailers bring in the real gems to the show. Get them parked and see them first!

_____ **Flea Market** - Getting the field laid out and marked off prior to the show is crucial to having a successful flea market. Also, help is needed on the day of the show to ensure vendors are in their designated spots. So what if you're the first to know where the best deals are? It's your job!

I can help Friday _____, I can help Sunday _____, or I can help both days _____.

_____ **Car Corral** - Help participants by showing them where to park those wonderful "for sale" machines and see if you can avoid buying one. This is a tough job if you have car-buying money just burning a hole in your pocket!

_____ **Snow Cone Booth** - This is, undoubtedly, the BEST job on a hot Sully day. Work under shade surrounded by lots of ice, flavorings and water ... now that's cool!

_____ **Information Booth** - This is our outreach to the public and focal point about the details of the show. You'll get to talk to a lot of good folks and if you are on the first shift, watch all the Model As drive by on their way to their judging field.

_____ **Sully Pin Sales** - You will 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, mark this choice. Our "Help Where Needed" chairman will work with committee chairs to put you to work where you are most needed. You will be contacted with regard to your assignment prior to the show.

Questions? Call our Annual Meet Chairman, Bill Worsham at 703-250-5474. Send completed form with your dues (if re-upping) to Greg Shepherd, 3715 Brices Ford Ct., Fairfax VA 22033 or send form only to Bill Worsham, 3903 Old Lee Highway, Fairfax, VA 22030.