

The Ford Script

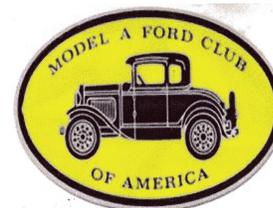


Vol. XXXVIII

June 2017

No. 6

A large oval graphic with a dashed border. Inside, the text reads "44th Annual Sully Antique Car Show" at the top. Below is an illustration of a stone house, trees, and a vintage car with two people. At the bottom of the oval, it says "89 Years • Ford Model A • 1928-2017". Below the oval, the text reads "Registration Form 2017", "Father's Day Car Show at Sully Historic Site in Chantilly, Virginia", "with an auto, crafts and antique flea market", "Sunday, June 18, 2017", and "10 a.m.-3:30 p.m.".



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.gwcmoela.org
Web Master: Greg Shepherd
Board of Directors

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National Liaison	Stan Johnson	703-644-0758	roznstan@aol.com

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Copy for THE FORD SCRIPT for July and August should be e-mailed to the Assistant Editor at:
<kesedeme@aol.com>

Next deadline: Wednesday, July 5th

GRAY WITH AN A



SULLY! IT'S HERE! REGISTER AND BRING YOUR CAR!

We STILL 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 been working on this year's show since last December; and yes, we'll have additional food

again for our volunteers in the cellar under the mansion. And don't forget our annual "Thank You" picnic at the Jaeger home on Saturday, June 24. We'll have sign-up sheets at the June meeting, or you can contact Jason Cunningham by email at jjcunningham@gmail.com, or by phone at 301-648-4201 (C).

The Second Law of Thermodynamics tells us that entropy will increase over time unless we can maintain a state of equilibrium. This tells me that there are an infinite number of ways in which we can become disconnected in the Model A hobby, so we must work hard to "keep it together" as a unified club as we move forward in time to seek that state of equilibrium. This may become more and more difficult as we continue to age, but entropy awaits if we ignore preparations for the future.

Preparing means recruiting new members and investing in bringing younger members in with us to "carry the torch". One of the most direct ways we can recruit young members is through our scholarship program. You will all be introduced to 3 fine young recipients of our GWC scholarships at Sully this year – young folks who can help us "keep it together" in the future for this hobby we all enjoy.

Preparing also means thinking ahead about the type of planning all of us have had to think about as our parents aged. I wrote last month about one amendment to our bylaws on which we will vote at our November membership meeting. This month I present a second proposed amendment. Please look for that article.

Our second parade of the season, the National Memorial Day Parade, was again very interesting, especially since my 1929 Special Coupe got to be in it. Jason Cunningham's car was undergoing some repairs, so he agreed to drive the car I call "Glinda". Even better, he helped me replace her radiator with a brand new one the week before. The radiator in her was an after-market affair that only held 2 ½ gallons – not enough in our summer heat! Glinda got a little warm at the end of the parade, but after a 10 minute break, she'd cooled down enough to drive, at speed and without incident, all the way home in freeway traffic.

Our third national parade, the National Independence Day Parade, is Tuesday, July 4. Please come join us if you can – this is the best way for the public to see our cars in action, and to hear the Ahooga horns they invariably love to hear. The Release Forms are available on the website, and will be available at our June meeting. The completed forms are due on June 20.

GRAY WITH AN A (Cont.)

Our Tool Chairman, Benny Leonard, and his gracious wife Sharon, hosted a very successful sand blast day on May 7. We got the wheel straightener cleaned up and painted; Stan got a bit of hot rod frame cleaned up; and I got a few miscellaneous Model A and even 240Z parts cleaned up and primed.

The NVRG Early Ford V-8 Armed Forces Day show in Fairfax was simply great. Even though the weather was very comfortable, we only had 3 Model As on display. Mine was not among them – I drove my first new car, now newly restored, a dark green 1970 Datsun 240Z I call “Zelda”. See the article elsewhere in this 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 re-scheduled "All Ford Show" at Cowles Ford, 13779 Noblewood Plaza, Woodbridge, VA 22193, from 9-3 p.m. on Saturday, July 1.

Don't miss our monthly Caffeine Double Clutch (CDC) breakfast at the Fair Oaks Silver Diner on Wednesday, June 14, from 9:30 a.m. to about 11:00 a.m. We normally have about 20 folks now. Still a congenial group and a great way to start the day.

Still thinking about attending the Hub City Model A Club-sponsored MARC national meet in Gettysburg (Sunday, July 30 to Friday, August 4)? See <http://hubcitymodelaclub.com/marc-meet-2017/> for more information. Please contact Doug Reed of the Organizing Committee directly to offer your services if you'd like to help. Doug tells me they could use help in several areas, including the Repair Tent and in parking. He also 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. If you wish to volunteer to help in other areas, please contact Doug Reed at doug@preservationassociatesinc.com or by phone at: 301-730-2699.

Our Nominating Committee (comprising Stan Johnson, Doug Tomb and Greg Shepherd) will begin their work of putting together a slate for next year's BOD soon. We'll vote on this slate at our annual meeting on November 15. Please let Stan, Doug, Greg or me know if you are interested in getting involved in helping lead and manage the club. Prior experience is not required.

NOTE: The BOD has decided to MOVE THE DECEMBER GENERAL MEMBERSHIP ONE WEEK EARLIER as we did last year. THE BROWN BAG SPECTACULAR WILL BE HELD ON WEDNESDAY, DECEMBER 13! MARK YOUR CALENDARS!!

And finally, remember that our window for Honorary Life Membership nominations closes on June 30.

Jim

FROM THE EDITOR

I'm off for another summer jaunt—this time to marry off my daughter Ariel in Blowing Rock, North Carolina. So send all copy for the July and August Scripts to Bruce Metcalf. Meanwhile, I'm carless for awhile. On the way back from the Fort Hunt Park Service event May 19th, disaster struck. See pp. 17-20 for the gory details.

Bill Sims

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting
June 7, 2017



Call to Order: The May Board meeting was called to order at 7:00 PM by President Jim Gray at the Red, Hot & Blue restaurant in Vienna, Virginia. Attendance: Board members present included Jason Cunningham, Jim Gray, Stan Johnson, James Kolody, Benny Leonard, Bruce Metcalf, Jerry Olexson, Tom Quigley, Greg Shepherd, Doug Tomb, and Bill Worsham. A quorum was present. Absent were Bill Sims and Milford Sprecher due to travel and other commitments.

President Jim Gray asked for the following Committee Reports:

Treasurer's Report: Jerry reported on the adjusted budget, with spending to date. General discussion was held about the need to stay within the budget parameters, so we have a reserve in case we need to cover any costs in the event of a weather event at Sully. It was agreed that if we stay within the Club's means, as laid out in the budget, we will be in a good position to do this. A vote was held to approve the 2017 budget as presented. The vote was unanimous for approval.

Sully Committee: Bill Worsham reported that the 2017 Sully preparations are on schedule and as planned. Bill has scheduled the final walk through with the Sully management, set for June 16th at noon. Bill has picked up the event permit; he has the Sully passes; and the new signs for the Information Booth. The Washington Post ad will go in this weekend and next. Bill reported that we have a slight drop in registered cars this year, but that a good day would change that. Sign-ups for volunteers for Sully are still needed. This will be announced on the website and in an email to the membership.

Jim Gray reported on the status of judging at Sully for this year. Jim is serving as Chief Judge again. This year we will be doing appearance judging, as in the past. Jim has prepared a new judging tally sheet, as well as judging guidelines, for this year's Sully. These will be handed out to the judges and put on the Club web site in advance of Sully. Jim reported that his daughter will be helping with the results tallying this year. Jim reported that there will be snacks provided for the Sully volunteers.

Programs: James reported that upcoming programs include: June - The Model A oiling system, July - The Club Outdoor Swap Meet, August - Mike Pangia on the Lindburg airplane, Sept - Benny's Coupe restoration. See the web site for the latest news.

Activities: Jason reported that the next Caffeine Double Clutch will be Wednesday, June 13th, at 9:30 AM, at the Fair Oaks Silver Diner.

The Jaeger Picnic is set for Saturday, June 24th, the weekend after Sully. Sign up at the June Monthly Meeting.

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

Upcoming parades are: The Fourth of July Parade. We have the sign-up sheets. We have authorization for 8 Model A Fords in the parade.

For the Fairfax Parade, Benny has permission for 5 Model A's.

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FROM THE SMOKE-FREE ROOM (Cont.)

Also, the Kent Island Tour to see Mike Pangia and the Lindberg plane, is set for the weekend of September 9th and 10th. Jason has sent out information to the membership. It will be an interesting two days, so sign up early.

Membership: Greg reported that we had two new members in the past two months.

Pictures of the Memorial Day Parade are on the web site.

Editor: Bill Sims was not able to attend, but Jim reported that the deadline for the next Script is this week. Jim requested that the membership send in more articles for the Script.

National Club Liaison: Stan Johnson reported on the Model A Hall of Fame. He also reminded us of 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. Discussion was held about a Club caravan up to 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 reported that Compressor Day was a big success. The Club compressor is now working well, and we plan to bring it to Sully again to show it off.

Youth Scholarship Chairman: Tom reported that the Club has received and approved three applications so far. Discussion was held about the amount of the scholarships. It was decided to raise the scholarship amount to \$1,500 per recipient this year. The winners of the three scholarships will be announced at Sully, as usual.

Secretary: Doug reported that 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 Friday, June 30th. 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 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. The criteria for the packages are spelled out in the Bylaws. The Club has 10 current Lifetime Members. The deadline for submissions is June 30th.

Jim reported on the new logo for the Club. We need to find a graphic artist who can reproduce a logo we can use for Club use. Jim also mentioned the Nominating Committee for next year's Board. Stan Johnson, Greg Shepherd and Doug Tomb agreed to serve on the committee.

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FROM THE SMOKE-FREE ROOM (Cont.)

New Business:

Jim noted, that due to the calendar again this year, we will need to reschedule the November and December Monthly Club Meetings so they don't conflict with Thanksgiving and Christmas. He proposed moving them up by one week each, as we did last year.

Adjournment:

The meeting was adjourned at 8:45 PM.

The next Board Meeting will be held Friday, June 24th, at the home of Doug and Beverly Tomb. 6:00 PM for dinner, 7:00 PM for the meeting.

Doug Tomb
Secretary



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June 2017

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1992)



President Andy Pogan said he saw a picture in an old Restorer of 200 plus Model A's that a large western MAFCA chapter had gotten all together in order to set a new record. He wondered how many working Model A's there were in our Club. The roster listed over 250, but it didn't tell what condition they were in. So he pondered; how many are running? How many are drivable? How many could we get to a Club event? He went on to say that the most he had seen at one time from our club was 36 at the 1991 Pig Pickin' picnic. What with the number of "new" cars he had seen at Club events so far in the year, it seemed that we should be able to gather more than 36 with ease. So he said, "Let's set a goal and shoot for 50 cars at some event before the year is over; there are lots of great activities planned for the rest of the year that could be the "Golden Event". Let's set a new record for our club." It was proposed that a plaque be presented to each participating member if the goal of 50 cars was met.

The MARC Buffalo National Meet was coming up, and thanks to Art Carter, period directions on how to drive there were given from his 1928-1929 ALA Automobile Green Book, describing step by step the route, mileage, and the type and condition of roads leading to the destination. A prehistoric Mapquest! The Chesapeake Beach Antique Vehicle Run had a big turnout of GWC Model A's, a good start toward President Pogan's "Golden 50" goal. Nowhere else would less than \$10 fetch a full brunch, a handsome coffee mug embossed with Ed Brandt's 1921 Center door Model T Sedan, and a metal plaque showing Jim Golden's red Model T Fire Chief's tanker. The Model T take-apart car was as popular as ever.

Jim Cartmill left us in suspense in a previous month's segment of his Drivin' the "A" column in the Ford Script. He had rebuilt his carburetor but the car still ran rough. In fact, even though cylinders 3 and 4 were getting spark, removing the plug connections there made no difference. He said he "hoped to borrow someone else's "A" in order to check out his rebuilt carburetor, and to check timing, compression, and anything else that comes to mind to see if I can find out what my new problem is. Guess what next month's column will be about." But "next month" came and went, with lots of discussion about compression ratios, but we were still in the dark about cylinders 3 and 4..... Maybe next month?

Rick Menz and his wife traveled to Ireland to visit their daughter Nicole who was going to school in a place named Virginia, Ireland, about 60 miles north west of Dublin. They chose the week of St. Patrick's Day, which was the day she was born. Rick explained that in Ireland cars drive on the left hand side of the road, in cars with right hand drive. He said it was like trying to do everything with your left hand when you are right handed. He caught on, and they engaged in about 700 miles of touring, always on the lookout for Model A's. They saw only an old VW Beetle and several unidentified foreign makes. Rick concluded that the only "A" in Ireland was the a in its name.

Dave Henderson

ENGINE OILING SYSTEM PROGRAM PLANNED FOR JUNE

The June Meeting program will be a presentation by Stan Johnson on the topic of the design and functioning of the engine oiling system. It will include photos, drawings and descriptions of the pumping system, the supply to camshaft and crankshaft bearing, as well as some analysis of the effectiveness of the splash and dipper system used for the connecting rods. This is a continuation of The Year of the Engine theme for programs this year.

PROPOSED BYLAW CHANGE -- PART 2 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 second of these 2 proposed changes for the review of the Club.

We will vote on this and the first proposed change (as published in the May 2017 *Script*) at our Annual Meeting, which will be held on November 15, 2017.

This second change is intended to give guidance to the club in the event it becomes necessary to disestablish the Club sometime in the future. This is important since we are a not for profit organization, and the distribution of our assets must be made in accordance with both state and federal law to prevent incurring tax liabilities.

The Code of Virginia that applies is (Title) § 13.1-902. Dissolution by directors and members, and § 13.1-907. Distribution and plan of distribution of assets.

We believe it would be prudent to add, under Article IX, Property, the following new section:

Section IV. Dissolution. Should the Board determine that dissolution of the club is in the best interest of its remaining membership, they shall proceed in accordance with the Code of Virginia, Title 13.1. Corporations, Chapter 10, Virginia Nonstock Corporation Act, Section 13.1-902. Dissolution by directors and members, and Section 13.1-907. Distribution and plan of distribution of assets.

Rationale: the purpose of inserting this new section is to provide guidance in the bylaws to future Boards of Directors on the steps necessary for the possible future dissolution of the Club. We need to insert this language so that it is clear that there are specific conditions imposed upon us by the Commonwealth of Virginia should the time come when we feel we need to dissolve the Club. The Code of Virginia may change over time, so simply inserting the reference as a reminder to future members is sufficient. However, we believe now is the time to begin developing a reasonable exit strategy.

Jim Gray

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MEMBERSHIP NEWS AND INFORMATION

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!



Website Report

Some photos are up on the website from our recent annual small parts day.

Normal place on the web at: <http://www.gwcmodeleda.com/photomenu.asp>

Enjoy!



Keep 'em coming folks even if it's not a Club-related event but involves your Model A. I'll find a place for it on the web.

Greg Shepherd

An advertisement for J.C. Taylor Insurance. At the top is a logo with 'J.C. Taylor' in a script font and 'INSURANCE' in a sans-serif font below it, all within a yellow and green oval. Below the logo, the text 'INSURING YOUR VEHICLES FOR OVER 50 YEARS' is written in blue. The central image is a vintage dark blue car with white wheels and green accents. At the bottom left, the phone number '1-888-ANTIQU' is displayed, and at the bottom right, the website 'JCTAYLOR.COM' is shown next to a small Facebook icon.

MAFFI NEWSLETTER MINUTE

Vintage Purse Display at the Model A Museum

A new exhibit at the Model A Museum features vintage purses from the early 1900's with special focus on the purses from the Model A Era. These lovely bags were recently donated by Cliff Ladman of West Milton, Ohio in memory of his wife Ruby, who had collected Model A Era fashions over a period of many years.

On September 16, 2017 during Model A Day at the Museum. Judith Coebly will be presenting a seminar entitled "Vintage in Style: From Pouch to Purse". Her extensive display of purses from 1700 to mid-1930's will be on display for you to view. Accompanying her power point presentation, you will receive 4 handouts: (1) History of the Handbag: From Pouch to Purse Timeline, (2) Definitions Helping Us Understand the History of the Handbag, (3) Victorian "Language of the Flowers" on Beaded Purses and Important Firsts used in Dating Handbags and (4). Bibliography.

Please come to the museum and see our new purse display and other beautiful fashion items that are on display. Make a point to visit us during Model A Day, September 16, 2017 and take in the seminar as well. Our museum has something for *everyone* who loves the Model A!



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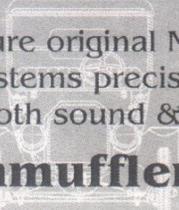


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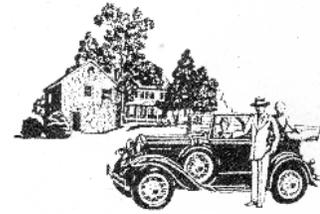
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SULLY 2017

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. We are currently running behind in sign-ups, so 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)	Bruce Metcalf	(540) 955-8312	kesedeme@aol.com
(Field set up))	Paul Gauthier	(703) 323-0009	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)	Jim Gray	(703) 250-1991	jrg240z@cox.net
(Judges liaison)	tbd		
TROPHIES	Gil Beckner	(703)971-3795	gbeckner@verizon.net
PUBLICITY	CHAIRMAN NEEDED		
SPECIAL DISPLAYS	Benny Leonard	(703) 278-2994	ben5@cox.net
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LA HABANA

As some of you may know, Carol and I were in Cuba the latter part of November and early December last year and we put together an article on the Remedios Antique Car Club for the Script. We had planned another article on cars in Havana but the plan kind of got pushed aside for other projects. The recent article in the May/June issue of *The Restorer* by Jim Spawn on his trip to Cuba inspired us to revisit that plan, so here we go.

The last three days of our Cuba tour were spent in Havana, and we were on a full daily schedule. As Jim mentioned, we were not really tourists but were traveling on “people-to-people” visas. It was my understanding that the folks visiting from countries other than the U.S. were traveling on tourist visas, but Jim did much better research than we did and is most likely correct that everyone was on a “people-to-people” visa. We did, however, run into one “tourist” from Canada at the Melia Las America resort in Varadero who had been to that resort 15 times. He and his family visited almost every year just to come to the resort. Sound’s kind of touristy to us!

Like Jim and his traveling companions, we stayed at the Hotel Nacional de Cuba while in Havana. However, we were not aware that the ex-Ford assembly plant was on the same block. We saw the building everyday but, as Jim’s pictures show, it was much changed from the Model “A” era. The Hotel Nacional was a fantastic place to stay as it still maintained it’s 1930 charm. We were told it was a five-star hotel, but that is a bit of a stretch. Still, it was very nice and we enjoyed our stay there.



The Hotel Nacional de Cuba.



December 8, 2016 at 7:45 am on the Malecon. (Main road along Havana Harbor.) Count the cars and think D.C.

We saw lots of 1950 and earlier U.S. cars in Havana and throughout Cuba. Their condition ranged from not so good to very, very nice. As Jim explained in his article, Cuban’s are masters at making things work. Most all the old cars we saw were taxis. And I’m very sure that all the cars we saw had been modified to some extent, even the ones that looked pristine. We saw only one Model A in Havana, and we were on the march to meet more people so we couldn’t stop to investigate, but we did get a picture (see next page).

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LA HABANA (Cont.)



The sole "Model A" we saw in Havana

Our tour guide, Nathaly Perez, explained how vehicle owners in Cuba get new parts. There's sort of an import system. Several industrious individuals in Cuba have catalogs for just about anything you might want, car related or otherwise, and everyone knows who has the catalogs. You contact the appropriate individual and pick out what you want. They, in turn, have contacts in the U.S. who buy the items, pack them, and pass them off to couriers who bring them to Cuba as checked luggage. We saw the system in action.

When we left Miami, there were several folks with large clear plastic bags that appeared to be stuffed with clothes. Each bag had a name written on the outside. A single individual would usually have three or more such bags, with different names, on a push cart. When we got to Cuba, the people would pick up their checked bags, clear customs, and head for the gaggle of folks outside waiting for their "imports." Incidentally, Nathaly had recently purchased a 1957 Chevy hardtop that her father was going to restore for her and then drive as a taxi.

On our last night in Cuba we had a farewell dinner at the Strabien Restaurante, one of the top restaurants in Havana. After dinner, we retired to our bus for the five-mile trip back to The Hotel Nacional. As we were waiting to board, the bus driver kept trying to start the bus. He finally got off and with a shrug told us the bus wouldn't start. We were all pondering the five-mile walk



from the restaurant back to the hotel when Nathaly said, "Why don't we just take these taxis?" We'd been set up! There were several 50's convertibles surrounding us. The trip back was somewhat more than five miles, I think we toured most of Old Havana, and a little faster than the speed limit, if there was one. What a way to end a tour!

We did not hear of the Museo del Automovil (Vintage Car Museum) in Havana that Jim mentioned. I looked it up on YouTube and I think we missed a very good stop. We'll have to go there on our next Cuban trip. Going back? I hope so, there are other cities we didn't get to visit and we're running out of Havana Club 7. Rum, that is! And Cuba has a great secret—Cubans, they are a wonderful people!

Jim & Carol Cartmill



We are not tourists and we are not having fun!

SANDBLAST DAY – MAY 7, 2017



May 7 dawned with the threat of rain – a threat that didn't materialize. So we began the step-by-step process of getting the wheel straightener cleaned up and re-painted where needed. Benny Leonard, Stan Johnson, Bruce Metcalf, Clem Clement, James Kolody, Tom Quigley, and I were there for the process.

Step 1: remove the heavy stuff that's not welded to the frame.

Step 2: lift the wheel straightener to move it back to the sandblast area – a Kubota with a scoop is good for this – a bunch of old guys with old backs are not.

Step 3: examine what you want to blast... in this case, Stan had a small section of frame that he



was custom cutting and bending for his hot rod project. As we looked closely, we saw this imprint: "V-2084" (with the "4" being upside down). Since it seemed to rub a way as Clem tried to highlight it with chalk, we assumed it was transferred to the surface of the steel from a rubber pas of some type. Ah mystery! Forever entertaining!

Now the hard part – Benny notes that the angle iron base on one side of the straightener is bent. "Big James" came along with his mighty sledge hammer and delivered a series of direct-shot blows that would have made him a HERO of the track spiking crowd in days past. Once re-straightened, Bruce and Stan check the compressor, and Clem readies his phone for a few pics.

SANDBLAST DAY (Cont.)

Meanwhile, our spaceman Stan is actually doing some sandblasting! Here he's getting his frame piece clean as he also cleans the newly straightened stand of the base of the wheel straightener.

Finally came the part of any work day in which we all excel – eating! Thanks again Sharon for feeding us, and thanks to Kathie and Loretta for helping serve us the chow. Benny, Tom and Clem were especially good at this part of the day.



I, of course, was too busy taking their pictures. But I know now why this was my first, and probably my last, "selfie".

Jim



Mike's "A" Ford-able Parts
Mike Butcher 

124 Model A Drive, Maysville, GA 30558
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THE FORT HUNT CELEBRATION—AND “BLAZE” LIVES UP TO ITS NAME

I set out for the Fort Hunt centennial celebration from Takoma Park with some trepidation because the forecast called for severe thunderstorms to arrive mid-event. Luckily, the storms veered north and hit DC and Maryland. For us down in Virginia, the weather was sunny and warm the whole time.

I arrived at the event and saw that there was only one other Model A there—a green coupe belonging to Tony Hawker, I believe. As it turned out, we would be it. I'm sure Ranger Rachel was disappointed, particularly after coming to our Club meeting to personally ask for our participation. I think the weather report scared people off.

I was able to catch only the last few minutes of a talk on the history of the park, but the question-and-answer portion was quite interesting. Fort Hunt was used as an interrogation center for high-level Nazi POWs. There was a lot of discussion of tactics used to elicit information, none of which involved torture. They would do things like threaten prisoners that we would turn them over to the Russians if they didn't cooperate. Then later they would dress an army officer in a Russian general's uniform and escort him around the complex for the prisoners to see. It always worked.

After the talk, I joined a tour of the park. You had to use your imagination and an illustrated map they had provided to visualize the buildings that made up the complex so long ago.

Regrettably, turnout was fairly low for the event. The Park Service had put fliers in local libraries, but that seemed to be the extent of their advertising. They needed Bill Worsham.

I stayed until after 7:00 to let traffic clear out for the trip back. It had. I was making good time, but I had to deal with the tunnel construction on Beach Drive in Rock Creek Park, which meant detouring up to Connecticut Avenue and past the Zoo before cutting across Beach Drive and up the other side.

I'd successfully handled all that and was driving up Piney Branch Parkway leading out of the park, when the unexpected happened! There was a “whoosh” and suddenly there were flames shooting out of the engine compartment! I instantly veered the car over the curb onto the adjoining grassy field and braked to a stop. I glanced down and the heat from the fire had set the floor mat on the passenger side on fire. I quickly jumped out, flipped the front seat, and grabbed the fire extinguisher underneath.

The damned thing wouldn't work. I did everything I could think of for about a minute when suddenly it began to shoot retardant. I flipped up the hood and fired away. I sprayed everything that was flaming and was totally ineffective. I think gas was coming through the shut-off valve and making it impossible to extinguish the fire.

Meanwhile, people had stopped and were shooting pictures with their phones. (Check Facebook. I'm sure it's on there somewhere.) One car passenger did offer to call 911, something I was too busy to even think of. Within minutes, the fire department was roaring up.

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“BLAZE” LIVES UP TO ITS NAME (Cont.)

In the meantime, having run out of options, I'd opened the back door on the passenger side and was flinging out tools, a heavy duty jack, and anything else I could save. (It was only later I realized the gas tank could've exploded, vaporizing me and the car, but it was too much input. I was running on pure adrenaline. I guess I could've been the shortest-lived Life Member in Club history.)

After I got everything out of the car that I could, I moved back and just stood there watching my car go up in flames. The firemen arrived and immediately blasted the engine compartment with water. The passenger compartment was filled with smoke and flames, so they next put that fire out too. All the windows were smashed and the roof was gone. The roof frame was still there but was badly singed. Everything inside was burned to ashes—except my regular Maryland license plates, which we're required to have, and, weirdly, my sun glasses. I have no explanation for that.

Park Service police were everywhere. I told them I'd just come from a Park Service event. They were helpful and stayed until it was almost dark. I called a tow truck and then a friend, who happened to be in Bethesda window shopping with his wife. He dropped her home and came right down.

At this point I was able to survey the damage. The engine compartment fire had barely singed the engine and radiator. The tires were fine. The back and lower half of the car looked normal. The trunk was unaffected. In fact, the car looked much better than it did when I first bought it in 1987.

I rooted around in the car and came across my \$400 camera, which I'd tipped onto the flaming floor when I flipped the seat to get the fire extinguisher. (I wonder—if I'd sprayed the floor instead of the engine, would that have limited the damage to the interior? Who knows? Probably not.) It was a molten mess.

The tow truck showed up around 9:30—pretty fast for a busy Friday night. I saw him pass by up on Arkansas Avenue, so I knew he couldn't find me. I phoned him and told him I could see him at the light. He just had to circle the block and turn down Piney Branch Pkwy toward Rock Creek Park and he'd see me 100 feet from the intersection.

His response: “You're in the park? I can't take a truck into the park. I can't afford the fine for driving a truck in the park!” I patiently explained to him that I was only 100 feet inside the park and that the Park Police had offered to call me a tow truck. So I was pretty sure they wouldn't ticket him for pulling me out. I offered to pay his fine. So he relented.

He came in and turned around at a construction site I'd passed just before the fire. It took 3 of us to push the car slightly downhill and onto the road. Then he couldn't figure out where to tie the cable to pull the car up onto his flatbed. I told him to use the bumper, that it was the strongest thing on the car. He wouldn't do it until he'd phoned his boss and got me to sign something saying I wouldn't hold it against the company if the bumper came off. Well, there was no chance of that, so I signed. He had the car up on the flatbed in no time. Now it's sitting in my driveway behind the house.

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“BLAZE” LIVES UP TO ITS NAME (Cont.)

I called Don Temple the following Monday, since he'd had the car for 8 months a couple of years ago working on it. He was pretty sure he could fix it back like new. But he, like me, was depressed that such a nice car had had to put up with so much damage.

The insurance appraiser came out while I was off at a re-scheduled National game. I was hoping he'd declare it a total loss, but he didn't. You see, every year my insurance company raised the value by close to \$1,000 and upped my premiums a small bit. So by now the insurance value is about double its actual value. I mentioned this to Donnie and he phoned back the next day to say HIS insurance company has been doing the same thing. Only he has 3 cars, so his premiums are pricier than mine. If this is normal practice in the insurance industry for antique cars, you may want to check it out. It also means your insurance company may be far more reluctant to write off any severely damaged car as a total loss.

So now I'm without a car with Sully and the Kent Island tour approaching, which really depresses me. Plus, this fire has so freaked me out that I'm afraid to lock the car when I take the dog anywhere and have to leave her for fear of spontaneous combustion. It's an unreasonable fear, but I can't seem to shake it. Meanwhile, here sits my car.

But Blaze will rise again. I'm sure of that.



Bill Sims



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19



June 2017

NVRG FAIRFAX CAR SHOW – MAY 20, 2017

Another of our strange weather days greeted us this past Armed Forces Day for the 20th annual Northern Virginia Regional Group's Fairfax car show. Although we only had 3 Model As there this year, the somewhat sparse but happy crowd enjoyed seeing the Beckner's Deluxe Roadster, Benny's Coupe and John Dougherty's Fordor.



After a great deal of thought, John's Fordor was selected for award of the trophy I sponsor in this show.

I wasn't surprised to hear that the trophy Bill Worsham sponsors for "Best of the '30s" went to Dave Westrate's incredible 1939 Woodie. But I was very surprised to hear that I'd won "Best of the '70s" trophy sponsored by Weber Tire. This is my first car, a 1970 240Z. Our daily driver for years, it had suffered from neglect for the past several years until I decided to get it restored.

Jim



(photo of my car and me by Mike Copperthite)

RECAP: 2017 MEMORIAL DAY PARADE

An excited tension filled the air in my (modern) car as my housemate, David Stringer, and I sped around the beltway. A light mist filled the air and, after what felt like weeks of gray, gloomy weather, the question of participating in the Memorial Day Parade in a fairly unproven Model A in unsettled weather conditions loomed large.

With my own Model A down for the count with the tank getting sealed (and the job getting bungled), Jim Gray graciously offered to let me drive Glenda, his new '29 coupe. After a scramble to replace the radiator, spare tire, and several other projects, Jim felt confident the car was road-worthy, but having never been driven "at speed" since being pulled out of decade-long hibernation, who knows what would go wrong?

From Jim Gray's house, our two coupes headed off towards the Pan Am shopping center to meet up with Benny. I was shocked at how peppy Glenda was! The car easily kept up with Jim, but with a little coaxing, it certainly could have held its own with modern traffic on 66. Jim and I suspect it has a high-speed rear end.

Even though all of us forgot our parade access cards, Jim, Benny Leonard and I got settled in our spot in the shade on the National Mall by the Air and Space Museum. As usual, we were immediately greeted by passers-by who posed for photos with the cars and tried to learn more about them. At this point Doug and Beverly Tomb joined us in their beautiful phaeton.

By this point, the weather had improved significantly – the mist and gloom had burned off and was replaced by brilliant sun, and warm breezes. You couldn't ask for a better day downtown.

One highlight was that famed PBS documentary producer Ken Burns was positioned for the parade in a Rolls Royce just across the street from us. I was thrilled to be able to shake his hand, and tell him I loved his work.

Soon the parade started and we all enjoyed waving to the crowds, honking our horns and waving flags. The crowds seemed excited to see us. Our cars are always a welcome break from marching bands and floats.

One highlight was greeting the Joint Chiefs of Staff seated prominently in the grandstands. These men, ablaze in brass and gold braid brought solemnity and gravitas to the day, and underscored the honor and gratitude we owe to the brave men and women who have fallen in the line of duty.

Having been a rock-solid runner all day, Glenda had her first and only foible of the day. She got too hot and hydrolock set in, blocking the gas flow. Thankfully, by that point we were well past the end of the parade route and after a few minutes allowing the car to cool, we were off again.

It was a fantastic day honoring those who have fallen and enjoying our cars together. I hope you'll join us next time.

Jason Cunningham

SEEN AT THE PARADE



A NATIONAL MODEL A FORD MEET NEARBY - DON'T MISS IT!



MARC National Meet – Gettysburg July 30-Aug 4

We are fortunate to have the Model A Restorers Club (MARC) National Meet being held this year at a nearby location for members of the George Washington Chapter/Mount Vernon Region. To have all the Seminars, Car Displays, Swap Meet, banquet and parties so near is a rare opportunity. The big event is being presented by our neighboring club, Hub Cities Model A Club which has arranged for the event to take place at the Wyndham

Gettysburg Motel (phone:[717.339-0020](tel:717.339-0020)) in Gettysburg, PA. The Courtyard Marriott is adjacent to the Wyndham (phone:– [717.334-5600](tel:717.334-5600)) Within two miles are two other motels: The Hilton Garden Inn – [717.334-2040](tel:717.334-2040)) and the Days Inn (phone:– [717.334-0030](tel:717.334-0030))

A caravan of our club members going to the National Meet is being planned to depart from John Leydon's shop in Aldie on Route 50 to make the 75-mile trip using back roads. If you plan to go, please contact Stan Johnson for more information (email Fordyhorses@aol.com). For more information about the meet visit the meet website at <http://model-a-ford.org/event/2017-national-meet-gettysburg-pennsylvania/>.

Stan Johnson

PICNIC AT THE JAEGER'S

WHEN: Saturday, June 24

WHERE: Jaeger's Riverfront Home, 811 Bay Street, Woodbridge, Virginia

DIRECTIONS: From 495 take US 1/Jefferson Davis Highway, south to a left onto Featherstone Road (Shell Station on the corner), go 1.7 miles to a right onto Bay Street, go .3 miles to arrive at 811 Bay Street.

TIME: 11:00 – 3:00 Lunch will be served at noon

COST: \$5.00 per family/household

Bring a dish to share at the picnic: salad, vegetables, veggies and dip, beans, fruit, chips and dip, cookies, cake, or pie. Please bring the required serving utensils.

CATERED LUNCH: Pulled pork with buns and barbeque sauce; cole slaw and corn. Drinks will be provided.

BRING YOUR LAWN CHAIRS

Checks should be made out to GWC, Model A Club of America, and mailed to Jason Cunningham at 11624 Brandy Hall Ln., North Potomac, MD 20878 no later than Monday, June 19, 2016. Or, you can email him at <jjcunningham@gmail.com> with your reservation and he will collect the money at the June general meeting.

NO reservations will be accepted after Tuesday, June 20th.

COMING EVENTS

[Club events are in bold]

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/>

July

July 1 Nat. Capital Region Mustang Club "All Ford Show" at Cowles Ford. Registration fee.

July 4 Washington Independence Day Parade

July 4 City of Fairfax Parade

July 8 Damascus Day

July 12 CDC Breakfast at the Silver Diner in Fair Oaks.

July 19 General Membership Meeting

July 28-30 Berryville, VA, Steam Show

July 30-Aug. 4 MARC National Meet, Gettysburg, PA (see p. 23)

Aug. 4 Das Awkscht Fest, Macungie, PA

WANT ADS

1928 Model A Ford 4-door Briggs body sedan. Right Hand Drive. Manufactured in Argentina. Older restoration showing signs of age and some paint failure and rust issues but mechanically robust and a good daily driver. Grey interior is in good condition. All documentation from most recent restoration c. 1998. Car has seen very little use the past several years, but starts and runs well. Unique trunk custom made for the vehicle. Car is currently located in Owings, MD 20736 Asking \$8500 Contact: Charles Krafft, [410-257-2379](tel:410-257-2379) chaskrafft@comcast.net



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WANT ADS (Cont.)

1928 Model A Ford Phaeton. Early Canadian production. Restoration done in 1992. Purchased locally in 2002. Car has been lovingly cared for and used primarily in local parades for the past many years. A few minor blemishes, but has been driven recently and is ready for her next owner to get her back on the road. Car is currently located in Alexandria, VA 22302. Asking \$22,000. Contact: Charles Krafft, 410-257-2379
chaskrafft@comcast.net



Model A engine. Also have a spare transmission minus reverse gear, spare bell housing and a top to transmission. Parts believed to all be 1930 versions. Call Phil McCormick at 703-938-9704 (h) or 703-801-6854 (c)



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)

Sully 2017 Judging Guidelines for Model A Fords

Notify the Chief Judge or Show Chairman if you find any car leaking gasoline, or if you observe any other unsafe situation!

1. Be at judging tent at 10:30. I will release all other classes for judging first. We will review the Model A Judging Guidelines before releasing the Model A judges.
2. New judging form – no more subtracting on the form – award points up to the maximum in the judged area.
3. Appearance judging; “No Rust, No Dust, No Bust”.
4. Allow for road dust from the drive in; only deduct for excessive dirt, trash, excess grease, oil leaks & etc.
5. Antennas, if installed, can be up or down.
6. NOTEL Phillips head screws were first patented in 1936 – their use on a car earlier than 1936 is incorrect – deduct 5 points if a pre-1936 car has any visible Phillips or cross head screws. Square drive screws are acceptable.

Model A Ford Preliminary Judging Requirements

To be judged:

Car must have an all-steel body.

Car must have an original style 4 cylinder motor; bronze spark plug wires; generator or alternator; and two-blade fan (aluminum O.K.).

Car must have original size wheels and appropriate tires (21” metal spoked wheels for ’28 – ’29; 19” metal spoked wheels for ’30 – ’31).

Car should have bias ply tires.

Car should have original style Houdaille hydraulic shocks and tubular shock links

Car should have original style manual brake system.

Car should have original type top and upholstery materials. Top may be up or down.

Car should have original type “Ahooga” horn.

No Philips-head (“cross point) screws; all must be slotted or square head screws

HOWEVER

Some cars have variations on these basic Model A Preliminary judging requirements, so we have adjusted the points system to deal with these deviations.

MODEL A FORD JUDGING GUIDELINES

INTERIOR – 25 points

Upholstery and hardware

Upholstery intact (note if car is unrestored, and upholstery original); hardware should be clean and have a pleasing appearance – check rumble seat if one is present. All hardware should be present and have a good appearance.

Seat belts (if present) should appear to be clean and functional (e.g. not frayed or torn/cut); award 1 bonus point for seat belts (safety).

Floor coverings, glass, garnish moldings

Carpets or mats must be present and in good condition; glass should be clean and sound and the windshield should have the safety glass etching “bug”. Tilt windshield can be tilted or not; roll-down windows can be up or down; garnish moldings should be finished and in good condition. No trash!

Instrument Panel, pedals, steering column, and controls

Deduct 1 point for each non-stock instrument, with the exception of a clock. There will be no deduction for adding turn signals or a 3rd brake light. The steering wheel should be uncovered – deduct 1 point if it is covered.

Trunk, Tools

Trunk must be open, clean and neat if the car has one. If closed, deduct 5 points. This does not apply to trunks on a trunk rack. Tools should present a pleasing appearance and comprise these 13 items: original-type tool bag; appropriate instruction manual; jack & jack handle; screwdriver; Alemite or Bassick grease gun; 9 1/4" adjustable wrench; spark plug and cylinder head wrench; pliers; one 7/16" and 1/2" wrench; one 9/16 and 5/8" wrench; one tire pump; one tire iron. ADD 1 point EXTRA CREDIT for a Ford Script tire pressure gauge. DEDUCT 5 points if tools are not observed.

A fire extinguisher is optional (ADD 1 bonus point if one is present).

EXTERIOR – 35 Points

Paint, body, plating, rubber/plastic & lighting

Original style paint and stripe; deduct 5 points for non-Model A color or metal flake paint. Look for chips, cracks and peeling of paint as well as for general cleanliness.

Look for original style lighting – no deduction for halogen or LED lights; deduct 2 points for sealed beam headlights.

No deduction for second rear light.

Deduct 5 points for each fiberglass or panel; see mechanical area, under body for deductions for fiberglass fenders.

No deduction for stainless bumpers (durability & safety).

Award 1 bonus point for year-of-manufacture license plate(s); do not deduct for "toppers".

Do not deduct for step plates on running boards.

No deduction for a Quail or other period-correct radiator cap/topper.

Wheels, tires, hubcaps

Wheels – 21" wheels for '28 & '29 vehicles; 19" wheels for '30 & '31 vehicles. Either black wall or white wall tires acceptable – white wall tires need only be white walled on the outside of the tire. Award 1 bonus point for each double-white-walled tire on the vehicle.

Tires – should be original type bias-ply tires. Deduct 1 point for each radial tire. Check condition of tire and tread depth– if damaged or too worn, deduct 10 points and note on judging form.

Valve stems: should be appropriate metal stems with dust covers (2 13/16" tall for '28 – '29; and 1 1/16" for '30 – '31 cars); deduct 1 point per wheel (including spare) for incorrect valve stems.

Hub caps should have stock appearance (raised dome profile for '28 & '29; flatter silhouette for '30 & '31)

Top

Top should be of original type material; it may be up or down at owner's discretion.

MECHANICAL – 40 Points

Engine Compartment

Hood must be fully open to judge engine and engine compartment– if closed, deduct 20 points.

Car must have an original style 4-cylinder motor; bronze spark plug wires; generator or alternator; and two-blade fan (aluminum O.K.). Deduct 2 points for non-standard fan.

Check for bronze spark plug wires. Add 1 point bonus point for 3X plugs.

Block should be painted Ford Green, be clean and free of rust or evidence of leaks; the engine compartment must be neat and clean.

Engine Splash pans should be present – deduct 2 points if they are missing.

Carb should be Zenith; if different, deduct 2 points (not authentic.)

Check for period-correct style radiator; overflow container O.K. (good for touring).

If there is a visible additional gas line filter, it must be metal or metal and glass for safety. If not, deduct 2 points; deduct 10 points if rubber gas line is used (safety issue).

Front Suspension

Original style manual brakes – deduct 10 points (5 points from front and 5 points from rear suspension areas) for hydraulic brakes (unnecessary modification).

Deduct 10 points for modern tube shocks – 5 from front suspension area and 5 from rear suspension area

Rear Suspension

Original style manual brakes – deduct 10 points (5 points from front and 5 points from rear suspension areas) for hydraulic brakes (unnecessary modification).

Deduct 10 points for modern tube shocks – 5 from front suspension area and 5 from rear suspension area.

Under Body (including fenders)

No deduction for undercoating under fenders (protects fenders from road damage); deduct 5 points from “Under Body” area for more undercoating than under fenders.

Deduct 5 points for each fiberglass fender.

Exhaust System

System must be sound – check for leaks at muffler clamp to exhaust manifold.

No deduction for stainless muffler (durability).

Check tailpipe clamp.

The judging sheet and guidelines for judging all other vehicles have been posted on the Club website.

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.