

# The Ford Script



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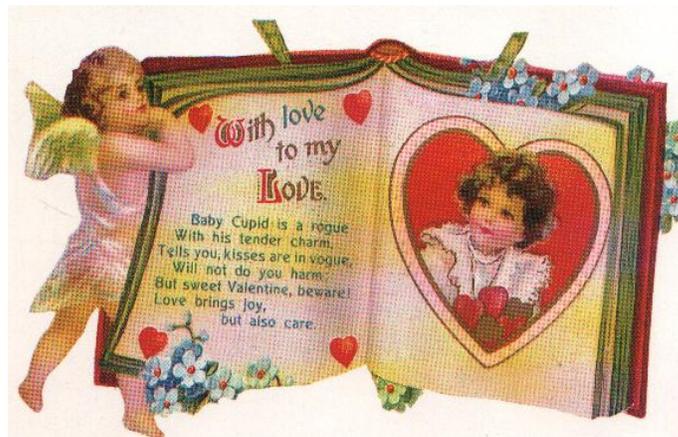


The late Woody Williams displaying the award from MARC for the first MARC National Tour in 2009



Dedicated to the restoration and preservation of Model A Fords for over 55 years

# The Ford Script



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

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

Chapter members are encouraged to belong to both MAFCA and MARC national clubs and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:  
[www.gwcmodela.org](http://www.gwcmodela.org)  
Web Master: Greg Shepherd

## Board of Directors

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

**Next deadline: Monday, March 2nd**

## **THE PRESIDENT'S CORNER**



Wow, one month down, five more to go until the GWC's big event, The Annual Sully Car Show on Father's Day. This will be our 47th Show.

Your Board has been very busy getting everything lined up for another successful Sully. Putting on an event like Sully takes a lot of steps. One tool we have used to keep ourselves on track is the Sully Manual. Tom Quigley and Stan Johnson came up with the Sully Manual idea. Jim Gray added all of his input, to be sure we didn't forget anything, based on his successful Show leadership last year. With all of the details to plan and prepare for before, during, and after the show, they thought it would be good to record all of the steps needed to make it happen. I will spare you all of the details here, but we are moving ahead, and getting everything prepared as planned.

That is where the GWC membership comes in. With all of the planning, we will soon need to do the actual preparation tasks. Give John Dougherty a call and ask him how you can help. That will be much appreciated by him, and it will help make this year's Show the high-quality show we all expect.

For those of you who want to help on other Club tasks, we need help on the Picnic Committee, and with Club Tours. We would like suggestions for a one- or two-day local tour. Nothing elaborate, just a chance for the members to get in and drive their Model A's, once the weather turns nice.

We need presentations for the Monthly Meetings. If you have an idea for an interesting program, give Luke a call.

Finally, I hope that all members will take the time to assess their individual Model A and see what it may need to improve its reliability and safety. If you have questions, or need help doing some repairs, that is what the Club is here for. If you need a tool for your repairs, contact Benny Leonard, Tools Chairman and Repair Squad coordinator. Tools to lend from the Club Tools inventory is one of the big benefits of Club membership.

Our February Monthly Meeting is our first regular meeting of the New year. Come and join us so we can get the year off to a good start.

See you there.

Doug Tomb.

## **FROM THE EDITOR**

I was sorry to hear of the passing of Woody Williams. He was a friend and, before his sudden and unexplained departure from the Club, a major contributor to the functioning of our Club, culminating in a Lifetime Membership Award. He was our Club President for 2 years and also organized the first MARC National Tour, which was held in the Charlottesville area. Woody was Membership Chairman and Sully Judging Chairman for 4 years and also served as Treasurer and Assistant Treasurer one year each. He also organized numerous tours, most of which involved Drive-In movies. Then he left the Club for reasons I can't begin to fathom. Be that as it may, he still earned the right to be mourned by the Club at his passing. He will be missed.

Bill Sims

## **FROM THE SMOKE-FREE ROOM**

**Board Meeting  
January 22, 2020**



**Call to Order.** The Board meeting was called to order at about 7:00 pm by President Doug Tomb, at Red Hot and Blue Restaurant in Fairfax City, Virginia, and adjourned at about 8:50pm.

**Attendance.** A quorum was present for the Board meeting, to enable voting. The members present included: Luke Chaplin, John Dougherty, James Kolody, Benny Leonard, Bruce Metcalf, Gerry Olexson, Greg Shepherd, Milford Sprecher and Doug Tomb. Paul Bjarnason and Bill Sims were unable to attend. Note: The position of VP Activities Chair is vacant at this time.

**Board Meeting Agenda.** President Tomb started the Board meeting with an agenda.

**GWC Liability Insurance Coverage Matters** -- President Tomb previously appointed Bruce Metcalf and Paul Bjarnason to review the standing insurance coverage for the Sully Car Show, and the general insurance covering the Club and the elected officers. Bruce gave the Board a review of his issues and concerns. This prompted a discussion among the Board.

Additionally, the Club's State Farm Insurance Agent, Andrew Elliott, attended the meeting to answer questions on our State Farm insurance policy. Lively Q&A discussion led by Metcalf gave the Board the measure of liability coverage our policies with State Farm cover, both for the Sully event and protection for Club activities, Club assets and Board members.

In summary, the GWC State Farm policy provides coverage of up to \$2.0 million /incident and up to \$4.0 million for the year. It is a Business Insurance policy and covers General Liability against law suits. Included is medical insurance of \$5000 / incident. This includes covering Club-sponsored events, for which a certificate of coverage is obtained or issued by State Farm.

Club Officer and Director Liability appears to warrant a separate Liability Insurance Policy, as these are not covered under our Business Insurance policy. It was suggested that all Club Directors, as members of the Model A Ford Club of America (MAFCA), would come under their Director's Liability Insurance. This will be researched further by Metcalf and Bjarnason.

In the meantime, the Board motioned and approved membership funding for all Board members to join MAFCA and be reimbursed (several Board members are current MAFCA members). Further information will be obtained by Metcalf/Bjarnason on a Board of Directors policy quote from State Farm as well. The overall consensus was to obtain Board of Directors insurance coverage from MAFCA or another option.

The additional matter of indemnifying Fairfax County against any lawsuits by GWC for the Sully Car Show, under the Club's liability policy with State Farm, will require consultation with legal counsel. President Tomb will take the lead on this action and report back to the Board his findings and recommendations before we sign an agreement with Fairfax Park Authority.

As a matter of insurance legal protocol, the Club is required to have a physical location and address for coverage of Club property (Club tools). The Club PO Box number will not suffice for insurance purposes as the Club physical location. (The legal purpose is to also preclude any mail fraud attempt).

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## **FROM THE SMOKE-FREE ROOM (Cont.)**

Benny Leonard volunteered to provide his address location for insurance purposes, and to cover Club tools, to meet insurance guidelines.

**Treasurer's Report:** Planned presentation of the 2020 budget was postponed due to the Treasurer's absence. The Board did review the audit findings of the 2019 review, and voted to accept the results without further motion.

A motion was made to cover MAFCA dues for Board officers so that MAFCA national insurance coverage is available to the Club and GWC officers. Motion unanimously approved, directing the Treasurer provide funding in the Insurance line item to cover the current 11 elected officers.

Brief consideration and discussion were given to the possibility of establishing the Club Sully Car Show, organized under a Limited Liability Company (LLC) structure. Unfortunately, LLC law is unavailable to nonprofit organizations under 501 structures. Our current Virginia corporate structure currently serves this purpose well.

**Sully Status Report:** John Dougherty provided a Sully preparations activity report. He recommended that we reduce the number of event plaques purchased for the registration packages. In recent years we have had left over plaques after the show, which are an unnecessary cost. John will consult with Bill Benedict on this matter and report back to the Board. Additionally, the matter of the GWC asking car registrants to include proof of insurance information on their registration form was discussed. Bill Benedict will be consulted on this new requirement.

The Show agreement with Fairfax County Park Authority (FCPA) will be further reviewed with legal counsel, as described above. Meetings with the FCPA will continue, and the Board will again review the matter before any signature is authorized.

**Membership Report:** Greg Shepherd indicated this is the year we will publish an updated Club roster. Consideration may be given to look at the Club's Model A vehicle inventory, owned by the Club membership. Snacks and drink for the February 19 Monthly Meeting will be managed by Benny Leonard.

The end of February will be the cutoff for accepting membership renewals.

**Meeting Programs:** Luke Chaplin provided his progress, and the selection of topics available for next month and March. Presently, in Feb. the topic will be The Model A Touring Club, presented by Jim Baker. Luke will notify Jim of his task. The March meeting presentation will cover a range of topics: Model A Fluids / Obtaining Car Titles / Working with Sheet Metal.

**Tool Report;** Benny Leonard led the discussion on tool inventory usage. One issue raised was the timeliness of getting tools returned after usage, due to some users' distance from the Club storage facility. After discussion, the Board asked Benny to prepare a Tool Return Policy. This will be reviewed at the next Board meeting.

The next Board meeting is scheduled for Wednesday February 26 at Mylo's Restaurant in McLean, VA. at 7pm. Dinner is planned for 6pm, before the meeting.

Gerard Olexson  
Secretary

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

President Cartmill wrote about upcoming Sully '95. He said he had recently attended the first Sully Committee meeting and that the plans indicated to him that we were in for a great show, adding that the Washington Post had identified the June 11th show as the place to be, ignoring several long-established activities that weekend. Sully was also the only car show mentioned in the article highlighting weekend activities throughout 1995.



At the Board meeting, the Board discussed whether to recommend a donation to the Ford Archives to support computer-assisted scanning of old technical drawings into a form usable by modern printers. It was said that there had been problems with the scanning equipment used there with results being inconsistent, often lacking clarity. It was decided to wait for a few months while MAFFI repaired or replaced faulty equipment to ensure a better chance for top dividends on our dollars and volunteer help.

Always looking ahead, the Christmas Party was decreed to be at the same place for '95, but the Club would shop around for a new location for '96. And more on eating; a suitable location for the Pig Pull somewhere in Maryland was being sought. It was the policy to alternate between there and Virginia, and the possibility of holding it on the Rockville Car Show site came up.

The center spread of the Ford Script displayed detailed drawings with dimensions of all seven versions of the crank, by Robert Mechner and Peyton Randolph. Two were cadmium plated, the rest painted black. A page reproduced from Ford Dealer and Service Field, dated December 1930, titled Winter Electrical Troubles, gave advice on how to avoid them. It pointed out that in cold weather, lubricating oil sometimes congeals and hardens on commutators, insulating them off from their brushes, in which case it should be thoroughly cleaned off. Brushes should be checked and replaced if worn.

Editor Bill Sims spoke of the virtues of procrastinating. It seems his van had been stolen, and his insurance adjuster said it was probably headed to a chop shop on North Carolina. The next day he was sorting papers and came upon his '95 registration sticker which he had forgotten to stick on his plates that were about to expire. Shortly later a PG County Mountie pulled up behind the van and noticed it still had an expired '94 sticker. Result was van returned, and a vow to always wait until the last minute to attach a new sticker!

Dave Henderson

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## MEMBERSHIP NEWS AND INFORMATION

### Website Report

The website has been updated for the new year... all the Scripts from the past year have been posted and the first attempt at the Events Calendar for the new year were added. Any changes/updates, please send an email to <webmaster@gwcmodela.org>



### Membership Report

Last Month! If I don't receive your dues by the end of February, I will be forced to drop you from the Club. We have about 20 members still outstanding. The cost is the same as previous years: \$20 for members with email and \$30 for those legacy members that receive the Script on paper.

**Pay Dues**

New this year is that you can send your money via PayPal... just send to [Shepman@gmail.com](mailto:Shepman@gmail.com) and make sure to pick Friends and Family as part of the process. Or Venmo (@Greg-Shepherd-92).

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

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

Please get your dues in soon...the hard deadline is:

**February 29<sup>th</sup>, 2020**

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

Names- First \_\_\_\_\_ Spouse \_\_\_\_\_  
Last \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_  
Zip \_\_\_\_\_  
Phone (H) \_\_\_\_\_ (C) \_\_\_\_\_ (B) \_\_\_\_\_ E-mail \_\_\_\_\_

Model A's owned 1) \_\_\_\_\_  
2) \_\_\_\_\_ 3) \_\_\_\_\_

Please visit us at: [www.gwcmodela.org](http://www.gwcmodela.org)

Any questions can be directed to our membership chair Greg Shepherd at 703-476-6496

Send check payable to the GWC and completed application to:  
GWC – Membership Chair  
3715 Brices Ford Ct  
Fairfax, VA 22033



## **Woodrow Wilson Williams Jr.**

**September 15, 1946 – January 31, 2020**

**George Washington Chapter President—2004-2005**

### **Life Member**

Woodrow “Woody” Wilson Williams, Jr. (73) of Ashburn, died on January 31, 2020, after a brief illness. He was born September 15, 1946, to the late Woodrow Wilson Williams and Hazel Royston Williams of Marshall, Virginia. Woody graduated from Richmond Professional Institute and later earned additional degrees from Marymount University and Averett College. He worked as a finance manager for Boeing and later SAIC.

He leaves behind his beloved wife of 53 years, Linda, children Cassandra Donahue (Patrick), Steven Williams (Christine), Melissa Thorne (Gary), and Ashley Williams as well as grandchildren Jillian, Andrew, David, and Matthew.

Woody loved to have fun, play jokes, plan outings, and support his family’s busy schedules. He also loved to find and patronize the small hole-in-the wall local restaurants, even if it meant adding hours to a trip to go out of the way to find it. Woody could regularly be found in the bleachers, on the sidelines, and in auditoriums watching the sporting events, music concerts, plays, and recitals of his kids and later, his grandkids. In recent years, he enjoyed attending Washington Nationals games and one of his last excursions was to see the Commissioner’s Trophy in person. He loved watching VCU basketball, even though he did not like that his alma mater changed its name from RPI to VCU after he graduated. While he was a member of the George Washington Model A club, he loved to plan drives – both short and long – taking care of tours, routes, accommodations, and entertainment, and for a few years, he helped organized the Sully Car Show. He made many wonderful life-long friends through the car club. He loved jokes, and long-running ones even more.

Living a life of service was important to Woody. He was a member of Sterling Park Baptist Church where he served as a deacon, church treasurer, and Sunday School teacher. He was a Boy Scout Troop leader for boys with disabilities at the National Rehabilitation Center in Leesburg. He volunteered as team managers for travel soccer teams that his daughters played on and he was a past president of the Model A Club.

A memorial service will take place Saturday, February 8 at Heritage Baptist Church in Ashburn, Virginia at 11 a.m. with visitation from 10 a.m. to 11. In lieu of flowers, the family requests donations to the American Cancer Association or the American Diabetes Association.

To send flowers or a memorial gift to the family of Woodrow Wilson Williams Jr. please visit our [Sympathy Store](#).



## AUDIT OF GWC FINANCIAL RECORDS FOR 2019

1. This audit was conducted in accordance with the Club's bylaws to verify that financial records are correct and monies have been accounted for in a manner consistent with good financial management/business practices.

The Club is classified by the Internal Revenue Service (IRS) as a 501 (c)7 non-profit organization (social and recreational clubs). Since the Club is not classified as a charitable program, (501 (c) 3), monies and gifts to the Club are not tax deductible for those who make those contributions. Although the Club is not required to submit formal tax returns, an e-File report (IRS Form 990-N) must be submitted by 15 May each year to verify that the organization is still active and that gross receipts are expected to be under \$501.

2. The Club's financial records are maintained on a cash basis (checkbook) so there is no requirement for double entry accounting normally associated with a larger more complex organization. Since the Club is on a cash basis for accounting, there should be a one-for-one relationship between funds in the bank and those reflected in the financial records for the same period.

3. For the year ending 31 December 2019, the Club had a total of \$40,541.09 which was reconcilable to the bank statement for the same period. This amount is down from \$56,365.80 which was the bank balance at the end of 2014 when I did my last audit. The 2019 total includes a onetime \$5,000 contribution to the Club. If you exclude this transaction, the Club's retained earnings (reserves) have decreased by \$20,824.71 over this five-year period. Given the diversity of nonprofit organizations, there are no specific guidelines relative to dollar amounts which should be held in reserve for contingency operations should normal revenues be disrupted. Each organization must determine the risk of revenue disruption and determine minimal funding levels necessary to continue operations. I believe it would be prudent for the GWC Board to make those contingency funding determinations and continue with renewed efforts to adhere to a balanced budget to protect that reserve.

4. This audit included a verification that expenditures incurred during 2019 were for Club purposes and properly recorded. There were fifty-seven checks written in 2019 and I selected ten randomly for review:

- Ck 1801 dtd 12/22/2019 for \$487.88---GWC Christmas Party Gifts/Decorations
- Ck 1788 dtd 9/14/2019 for \$638.39 ---GWC Picnic Food
- Ck 1798 dtd 12/5/2019 for \$3,006.20---GWC Christmas Party Food
- Ck 1758 dtd 1/27/2019 for \$548.00---Sully Pins
- Ck 1764 dtd 4/29/2019 for \$1 ,325.55---Sully Trophies
- Ck 1755 dtd 1/22/2019 for \$345.15---GWC Christmas Party
- Ck 1774 dtd 6/20/2019 for \$581.62---Sully Expenses
- Ck 1804 dtd 12/22/2019 for \$600.OO---American Legion Post 270
- Ck 1781 dtd 7/25/2019 for \$51.04---Sully Mailing Supplies
- Ck 1771 dtd 6/19/2019 for \$338.47---Equipment Parts/Supplies

I also reviewed 2019 checks issued to Paul Bjarnason, Treasurer as follows:

- Ck 1791 dtd 9/18/2019 for \$68.89---Cake for 9/18 Meeting
- Ck 1760 dtd 7/14/2019 for \$50.OO---Stamps for Treasurer
- Ck 1784 dtd 8/23/2019 for \$50.OO---Gift Card for sully Chairman
- Ck 1795 dtd 10/07/2019 for \$482.18--Parts for AA Truck Project

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## AUDIT OF GWC FINANCIAL RECORDS FOR 2019 (Cont.)

6. All checks were properly recorded and supporting receipts were available for all transactions. All of the records and supporting documentation were provided on a thumb drive which helped facilitate the ease and logistics of this review. To the extent possible, I highly recommend this approach to record keeping for the Club.

7. I want to thank the Treasurer Paul for his assistance and the very detailed/complete records he provided for this review.



Gilbert Beckner

## MAFFI NEWSLETTER MINUTE

My name is Greg Fish, and I am a MAFFI Trustee. Your Board of Directors, myself, fellow trustees, and a very important handful of other volunteers make up a group committed to the display and care of a fantastic collection of Henry's Ford Model A's. Through discussions at the last Model A Day Foundation meeting, it was decided that the upkeep of your cars and trucks should consist of more than dusting and polishing.

I am pleased to announce the VMP, or Vehicle Maintenance Program. This will be a little more involved than in years past, due to the decision that vehicles owned by the Foundation should be run annually. Despite a beautiful climate-controlled building, some types of deterioration will not yield. Valves get stuck, clutch surfaces develop surface rust, and Heaven forbid, engines may become stuck fast over years of non-use. These are preservation issues that we are striving to avoid. Beginning in the spring, your trustees will convene on the museum with teams chosen by them with the goal of starting and running some of our long dormant stock. Over the course of the summer, and after a few visits, we hope to have every MAFFI-owned vehicle running, and continue this goal on an annual basis. It is an important process to insure the cars and trucks we love last for generations to come.



## **NEW LIFE FOR MARSHALL FORD**

(Saw this article from the Fauquier Now web page (<https://www.fauquiernow.com>) from January 13, 2020. It had been reprinted in the February *Cadillac & LaSalle Club Potomac Region Caddie Chronicle*, pp 11-13. – Clem Clement)

# **“Classic car” sales planned for Marshall Ford property**



Photo/Don Del Rosso

**Tom Callaway (right) and his son Chris plan to renovate the property and open Callaway Classics by year’s end.**

**Marshall’s Ford dealership opened in 1915 and operated continuously in the building until last August.**

**It’s an investment. It’s an opportunity to start a business. It’s an opportunity to meet my dreams — indulge my hobby, so to speak.**

— Co-owner Tom Callaway

**By Don Del Rosso**

*Staff Journalist*

The avid “classic” car collector called his purchase of the former Marshall Ford property a “win-win-win.”

“It’s an investment,” explained Tom Callaway, who last Wednesday paid D&T Associates LLC \$1.55 million in cash for three parcels and several structures, including the 1915 dealership building at Main Street and Winchester Road. “It’s an opportunity to start a business. It’s an opportunity to meet my dreams — indulge my hobby, so to speak.”

Mr. Callaway and his son Chris plan to open Callaway Classics by year’s end. With each owning 50 percent of the business, the inventory will feature a “diverse” selection of “collector cars” dating from the 1930s.

“Anything before the ’30s is real hard to deal with,” Tom said.

If it’s anything new, it’d be like a specialty edition,” Chris said. “We have a 2003 Mustang Cobra, which is the first time they put a supercharger on a Mustang. Stuff like that.”

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## **“Classic car” sales planned for Marshall Ford property (Cont.)**

The historic, two-story structure and garage behind it will be converted into showrooms, Tom and his son explained Friday.

Combined, the buildings probably can contain 20 to 25 vehicles, they said.

Initially, Tom plans to tap his personal collection of about 90 classic vehicles — stored in a Manassas warehouse — to create inventory. Otherwise, vehicles will be obtained online, at auctions and from walk-in customers who may want to sell their machines, he said.

“It’s like a magnet,” Tom, 59, said of the showroom concept. “Once you have a place where people can come, you find that a lot of people come with deals.”

His son Chris, 31, will manage the business and help oversee improvements to the 1.5-acre property.

The father and son have no specific timeline for opening the business.

“We’re going to play it by ear,” said Tom, who lives just outside of Marshall. “We’re not in a hurry.”

At this point, they have “no idea” how much it will cost to “clean up the property, getting it looking good and put in showroom,” he said.

“We don’t even have the full list of what needs to be done,” Chris said.

Tom added: “You just talk to a contractor to see what they think, get some feedback.”

That evaluation could begin in about a month, he said.

While the father and son must work out details related to business’s operation, the showrooms should be open at least five days a week, Tom said.

But, Callaway Classics won’t provide financing, vehicle repairs or service, he said.

Tom likened the Marshall enterprise to a “hobby” that he and his son hope will become a money-making business.

Under most circumstances, basic economics would make it difficult for most to produce a profit through collector car sales, he suggested.

“The return’s not there” because of “overhead” costs, Tom said. “If you had to take a \$2-million loan, that’s \$20,000 a month on paying off the debt for this property. How many cars would you have to turn to make \$20,000? And that’s before the heating bill, the lights, the gas.”

But he has the built-in advantages of debt-free ownership of the property, a ready inventory of vehicles and other resources to support the business.

“I’d like to make a profit,” Tom said. “I don’t need to make a profit. That’s the difference.”

## **“Classic car” sales planned for Marshall Ford property (Cont.)**

Looking at Chris, he laughed and added: “He’s going to generate a profit. He’s got to make money, because he’s got to make a living.”

Tom developed a passion for cars in his teens.

“I was failing out in school and couldn’t read very well,” Tom recalled. “When I was 14, my dad tricked me into reading. He had a ’65 Impala in the driveway and it didn’t run.

“So, for Christmas my dad bought me a 189-piece Craftsman tool set, a Penske analyzer set, with the dwell-and-tack timing light and compression gauge and vacuum gauge.”

His father also bought him a Chilton’s automobile repair manual.

“He said, ‘If you can fix (the Impala), you can have it,’ he said. “So, I had read how to take the motor out, how to unhook the transmission, how to hone the cylinders, how to check the bearings, how to do a valve job. So, he tricked me into putting my effort into reading.

“From that point on, I really loved cars.”

In his day, high school students attended college or got a job.

“Back then, you had two paths,” Tom said. “People weren’t brainwashed like they are today, where everybody thinks you’ve got to go to the university, because a lot of people aren’t designed for the university. And, I was one of them.”

In September 1978, his “buddies” went to college and he needed a job.

“A friend of mine was a tile setter and he said he had a job for me,” Tom said. “So I started as a helper at \$4 an hour.”

Over the next six years, he learned the tile and floor installation business inside-out.

In 1984, Tom started T.A.C. Ceramic Tile Co. — operating from a 100-square-foot storage unit in Woodbridge that cost \$85 a month to rent.

In its first year, T.A.C. grossed \$55,000, he said.

“My W-2 income was \$5,000 that year. And when I sold the business, my gross on the business was \$78 million” per year.

In 2018, Anaheim, Ca.-based Select Interior Concepts bought the business for \$43 million, according to the [\*Washington Business Journal\*](#).

Marshall already attracts vintage vehicle enthusiasts

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## “Classic car” sales planned for Marshall Ford property (Cont.)

[Commonwealth Classics](#) and [H&H Auto Garage](#) occupy the old IGA building at 8382 W. Main St.

County Supervisor Holder Trumbo (Scott District) owns H&H and the structure that houses the two businesses.

H&H provides basic maintenance to people who keep vehicles there and enjoy driving them along Fauquier’s backroads.

Bill Desrosiers’ Commonwealth Classics specializes in [importing “classic” vehicles](#) more than 25 years old.

Along with his business and Commonwealth Classics, Mr. Trumbo believes Callaway Classics could help turn Marshall into a car collectors’ destination.

Tom welcomes the opportunity.

“It’ll attract a lot of people,” he said of Callaway Classics. “People love cars.”

The Marshall Ford dealership [opened Nov. 23, 1915](#).

In October 2016, Carl Leckner of Oakton [purchased the business](#) — but not the real estate — from David Baird and Thomas O’Brien for an undisclosed sum. Mr. Baird and Mr. O’Brien had owned the dealership since 1989.

Mr. Leckner, whose company had owned Chrysler, Dodge, Ford, Jeep, Nissan and Ram Truck franchises elsewhere, abruptly shut his Marshall dealership in August.

Under D&T Associates LLC, Mr. Baird and Mr. O’Brien retained ownership of the property and last week sold it to the Callaways’ Marshall Corner LLC.

Contact **Don Del Rosso** at [Don@FauquierNow.com](mailto:Don@FauquierNow.com) or 540-270-0300.

Jim Gray, with thanks to Clem for sending the *Caddy Chronicle* to me.

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## GETTING A REGISTRATION FOR MY NO-TITLE MODEL T

Many of you are aware of the Model T I rescued from the garage in NE Washington, DC. The car had been left in the garage by the previous owner of the house in the 1960's and never retrieved. I purchased the car from the person who bought the house and wanted to get it titled in my name, of course. On a Model T club tour last year, I was talking to a Model T club member about my dilemma and he told me that he had gotten cars registered in Vermont without a title.

On his suggestion, I looked at the Vermont DMV web site and saw that there is a form where you get a local law enforcement officer to look at the serial number, have the officer run it through the NCIC computer to determine whether it is stolen and then certify to that fact on the Vermont DMV form.

I contacted Montgomery County Maryland Police and they were cooperative and sent an officer to my garage, where he verified the information and signed the form. The form also said that I needed to get a letter from the police agency on their letter head. Montgomery County police would not write the letter, so I was at an impasse. I contacted Maryland State Police and they would run the same check and provide a letter, but I had to bring the vehicle to their barracks. They would not come to my location. As my car didn't run, I would have needed to trailer it to their location. I figured that I would need to do that in the spring.

At another Model T function, I spoke with the Model T club member again and he told me that he didn't need to get the letter, just the VIN verification. I then called Vermont DMV and they told me that if I had the signature, agency name and badge number of the police officer who verified the serial number, that I did not need the letter. I then completed the registration form, calculated the fees, and mailed everything off to Vermont DMV. The fees for the transaction were \$95: \$23 for the registration and \$72 for the tax on the purchase price. In about four weeks I got my new Vermont antique car license plate.



I now have a valid registration that I can take to Maryland MVA to get the car registered in Maryland. I am in no rush to do that now that I am the owner.

Forms I need to do this were:

VT – 010 – VIN Verification Form

VD – 119 – Vermont Registration Tax & Title Application

VT – 005 – Bill of Sale and Odometer Disclosure Statement

I am not a Vermont resident. I used my Maryland address and the license plate was mailed to my home. I do not know if a bill of sale other than the one used on the state form is acceptable.

This was a wonderful resolution to my problem. Buying a vehicle without a title is a problem, but one that, for now, can be easily rectified by registering the vehicle in Vermont! One of the many benefits of belonging to an antique car club!

Milford Sprecher

## GAS TANK AND RADIATOR RESTORATION

I recently had a good experience at a repair shop that does radiator and gas tank work and thought I would pass it along to other members.

I had a Model A radiator converted to cool the Ford flathead V8 I am putting in my roadster. That required more extensive work than the normal Model A repair, but the point is they did really good work. In my job the main inlet nozzle at the top of the radiator had to be removed and replaced by two nozzles, one on each side of the top tank. It also required a second outlet nozzle to be created on the bottom right side of the lower tank. They also installed a new core with the same fin pattern as the stock Model A. Also, the main filler neck had to be removed and replaced with a new filler neck positioned to conform to the opening in the 32 Ford radiator shell that I am using around the radiator. When I picked it up the finished product, I was amazed at the high quality of the work.

While at the shop, I noticed quite a few car and motorcycle gas tanks on shelves ready for pickup by owners. It turns out they clean and coat the inside of gas tanks. My quick inspection of the looks of the interior of the gas tanks made me think that they do the same high-quality work on gas tanks as they do on radiators. In addition, they have the capability to do heavy welding.

The name of the shop is Smitty's Welding and Radiator located at 3601 East Street, Landover, Md. Telephone 301 772-7386.

Stan Johnson



## CHIEFS COACH ANDY REID STILL DRIVES THE CAR HIS DAD BOUGHT FOR \$25 IN THE 1940S

Published Sun, Feb 2 2020 10:01 AM EST  
Tom Huddleston Jr.



**OAKLAND, CA - DECEMBER 02:** Head coach Andy Reid of the Kansas City Chiefs looks on against the Oakland Raiders during their NFL game at Oakland-Alameda County Coliseum on December 2, 2018 in Oakland, California.

Ezra Shaw

The Kansas City Chiefs' Andy Reid has been an NFL head coach for the past 21 years. Over that time, his teams have won a total of 207 games — seventh best all-time among NFL coaches — and this weekend he'll lead the Chiefs to Super Bowl LIV, where they'll play the San Francisco 49ers for the championship on Sunday.

Reid also drives a 92-year-old car that his dad bought for \$25 in the 1940s, despite the fact that he brings in an annual salary of \$7.5 million.

The car is a 1928 Model A, Ford's successful follow-up to the iconic Model T, and it's likely not Reid's only mode of transportation. However, Reid still occasionally drives the classic car that he fully restored after inheriting it from his father, who died in 1992.

>>>>>>

## CHIEFS COACH ANDY REID (Cont.)

Reid's father, a World War II Navy veteran, bought the used Model A "after the war," Reid [says in a video](#) posted on the Chiefs' website.



**A 1928 Ford Model A, the same model of car that Kansas City Chiefs' coach Andy Reid owns. This one is on display in Nairobi, Kenya.**

Lillian Omariba | AFP via Getty Images

When the Model A debuted in the 1920s, the cars had a base price of at least \$435, according to the Model A Ford Club of America. Today, both restored and unrestored versions of the car can be found for sale on sites like CarGurus, where prices range from \$14,500 to nearly \$130,000.

Reid's father, Walter Reid, drove the car for nearly five decades. And the younger Reid even drove it himself as a teenager.

Reid played college football at Glendale Community College near Los Angeles, and his former coach remembers the comical sight of seeing the large-framed Reid (a six-foot-three offensive lineman) driving the small classic car.

"He used to drive his parents' 1920s Model A Ford to practice, and it was the funniest thing you've ever seen — this big old guy driving this tiny little antique car. He took up almost the entire front seat," John Cicuto, a former coach of Reid's at the community college, recently [told ESPN](#).

## CHIEFS COACH ANDY REID (Cont.)

Reid's dad loved to drive the Model A, Reid told *The Kansas City Star* in 2014, and his father added extra horns to the car to draw attention to it when he drove his children around.

A few years after his father died, Reid was an assistant coach for the Green Bay Packers when they went to the Super Bowl in 1996. Reid took the bonus money he'd earned from that successful season and shipped the Model A from his home in Los Angeles to Wisconsin to restore the classic car, he told the Chiefs' website.

"I brought it up to Green Bay," Reid says in the video. "There were a couple of old guys there who restored these things as a hobby ... We took the whole thing apart and we just started from scratch, the whole engine included, and built it back up." The restoration took roughly a year, including completely taking the car apart and putting it together again with new or refurbished parts, including the engine and wood-panels that make up much of the frame.

"I saw that car before he started and I thought it should be in a junkyard," Marty Mornhinweg, a former NFL coach who worked with Reid in Green Bay and later under Reid on the Philadelphia Eagles, told *The New York Times* in 2005. "What he did with it is amazing."

"It's better than Dad ever had it," Reid said of the car in an interview with *The Kansas City Star*.

Reid doesn't reveal how much it cost to restore the car, but *Hemmings Motor News* notes that restoring a Model A can easily cost up to \$50,000.

"It's something you can pass down," Reid adds in the video on the Chiefs' website, where he's seen driving the car along with his son, Spencer Reid, a football coach at Boston College.

Reid notes that he looks forward to passing down the Model A to his children, along with other important family heirlooms like furniture and a Super Bowl ring he won as an assistant coach with the Packers. "That's what it's all about, being a dad, loving your kids and then having a chance to present a history to them," he says. Sunday brings Reid a chance to earn a Super Bowl ring that would be yet another family heirloom he could one day pass down to his four children. Despite long and successful runs as the head coach of the Philadelphia Eagles (from 1999 to 2012) and now the Chiefs (since 2013), Reid has not won a Super Bowl as a head coach in the NFL, with the Eagles losing in his one previous appearance in 2005.

## **SULLY JUDGING**

It's not too early to plan for judging at Sully.

This year's judging seminar will be on Wednesday, June 17, at the McLean American Legion Hall., which is just 4 days before our show on Sunday, June 21, the first day of summer.

We'll have 30 classes this year, and will award 3 trophies per class. There will also be a Sully staff award as well as an overall Best of Show trophy.

### **Sully Classes for 2020:**

1. Model A Ford --1928 – 1929, Open & Closed
2. Model A Ford – 1930 Open & Closed
3. Model A Ford – 1931 Open & Closed
4. Model A Ford Commercial – 1928 – 1931
5. Model T – 1921 – 1927
6. Century Class – All Marques to 1920
7. Original – 1921 - 1941
8. Original – 1945 – 1995
9. Other – 1921 – 1971
10. Other – 1972 – 1995
11. Woodies – All Marques – 1921 – 1995
12. Ford, Lincoln & Mercury – 1932 – 1953
13. Ford, Lincoln & Mercury – 1954 – 1995
14. Mustang – 1964 – 1995
15. Thunderbird – 1955 – 1995
16. Corvette – 1953 – 1967
17. Corvette 1968 - 1995
18. Chevy – 1921 – 1964
19. Chevy – 1965 - 1995
20. Chrysler & Dodge – 1945 – 1995
21. Oldsmobile, Plymouth, Pontiac – 1945 – 1995
22. English – 1945 - 1995
23. MG – through 1995
24. Mercedes Benz – 1926 - 1995
25. Porsche – 1931 - 1995
26. Volkswagen – 1937 - 1995
27. Other Imports - 1921 – 1995
28. Packard, Cadillac, LaSalle – to 1995
29. Commercial – 1921 - 1995
30. Special Display – all years

All registrations must be RECEIVED by the end of the day on Wednesday, June 17 to be judged.

Cars that are not pre-registered will have a separate entrance and parking area this year. Our goal is to reduce the congestion at the pre-registered registration tent.

We'll have registration information available soon.

Jim Gray  
Sully 2020 Chief Judge

**COMING EVENTS**

**February**

February 12 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

**February 19 (Wednesday) Monthly General Meeting**

**March**

March 11 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

March 14 (Saturday) Howard county swap meet, Howard county, MD, fairgrounds. Decent-sized local flea market, always SOME model A parts

March 14 Petrolina show, Frederick, MD, fairgrounds. Flea market for gasoline related items

March 14 Patina tool show, Damascus, MD

**March 18 (Wednesday) Monthly General Meeting**

March 22 (Sunday) South Jersey parts meet; Salem county fairgrounds; medium sized flea market; sometimes surprises show up!

March 29 (Sunday) Sugarloaf parts meet; Carroll county, MD, agricultural center; medium-sized flea market, Local AACA chapter

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Scene at January's CDC meeting at Silver Diner

Photo by Doug Tomb