

The Ford Script



Vol. XLVII

February 2026

No. 2

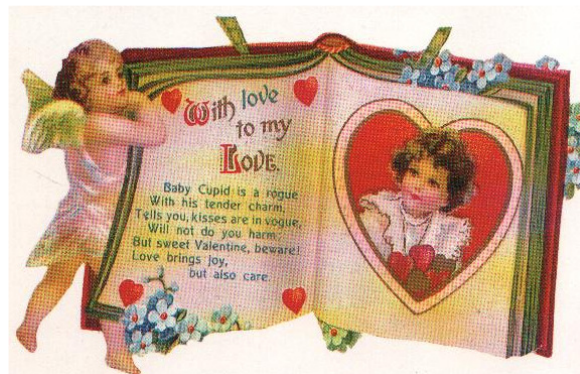


Never-ending Winter



Dedicated to the restoration and preservation of Model A Fords
63 Years 1963-2026

The Ford Script



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

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

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

www.gwcmodela.org

Web Master: Greg Shepherd

Board of Directors

President	Milford Sprecher	301-830-2198
VP & Program Chairman	Don White	703-623-9805
Activities Chairman	Val Faircloth	703-609-6713
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Tool Chairman	(vacant)	
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National Liaison	Doug Tomb	703-967-5229

Appointed Positions

Concessions Chairman	(vacant)	
Club Librarian	Jay Melton	703-966-7719
Historian/Archivist	Doug Tomb	703-967-5229
Sunshine Chairman	Jim Gray	410-353-0381
Technical Advisor	(vacant)	

Copy for THE FORD SCRIPT for the December issue should be e-mailed to the Editor at: billhsims@gmail.com

Next deadline: Monday, March 2nd

PRESIDENT'S MESSAGE



I am writing this just after our latest snowstorm has ended. I enjoy a good snow storm, but the amount of sleet in this one made it more difficult to clear than most. Luckily, we have had no outages of any kind. On days like today, it is difficult to even get to the garage, but one can dream about better weather and driving our cars again.

I just spent a few weeks in the hills near San Jose California, where the weather is conducive to driving our cars year-round. I paid a visit to a member of the Santa Clara Valley MAFCA chapter, which I belong to, to look at his cars. That trip is described in a separate article in this newsletter. I was unable to participate in any Santa Clara club activities, other than the monthly Zoom meeting, which had 75 participants!

Once I got home, I paid a visit to Norm Molter of the Baltimore club. He was rebuilding a carburetor for Tom Terko's car for me. The car was idling high. I did some clean-up, which helped, but it still wasn't running optimally. I want the car running as best it can when I show it to prospective buyers.

I am working on getting Norm to come to a Club meeting and talk carburetors. He gave a presentation at the MARC meeting in Gettysburg and it's well worth hearing.

While I was up there, he showed me some emergency brake bands and how they fit better in one orientation than another, something he has not been able to find any information on. It's hard to describe, but I think he is on to something. Hopefully he will be able to write an article on the topic to share his knowledge with the community.

The AACA annual meeting is in Chantilly this year, February 6 and 7. I have registered to attend. It's a good meeting to go to if you can.

Looking forward to better weather, the MARC national tour is in the Finger Lakes region of New York on May 11-14. That is right after the Luray Pre-War Swap Meet, so a busy May. I plan to go to both.

In terms of activities, I welcome members to put together some activities, be it a short tour, a lunch meetup or a nearby place to visit. A good club is an active club and I look forward to getting some activities on the calendar.

Milford

FROM THE EDITOR

When I read Club member Martin French's death announcement (on p. 10), I saw that he owned a Model A fire truck and I remembered running a picture of such a truck as a cover photo some years ago. So I went into my editor's library (passed on to me back in 1994) and began looking for it. As it turns out, the cover I was searching for was published in 1994, but it was John Kandl's fire engine, not Martin's. However, during my search, I discovered that copies of the Scripts from September to December 2005 had been substituted with copies of the same months for the year prior, 2004. No idea why. So I'm missing those 2005 copies. If anyone has those back issues (published in white, during the Cliff Colee years) and can spare them, could you bring them to a future Club meeting? I'd really appreciate it.

FROM A FAVORITE RESTAURANT

Board Meeting
January 28, 2026

President Milford Sprecher called the GWC board meeting to order at 6:00 PM. Board members in attendance: Milford Sprecher, Don White, Doug Tomb, Valerie Faircloth, Bill Sims, Bill Bass, Jeff VanGorder. Bruce Metcalf, Blane Adcock, and Dave Greenwood. This was the first meeting of the year and the transition board meeting, unfortunately the recent snowstorm prevented all the Board members from attending.

Treasurer: Doug outlined the process of developing the 2026 budget and is just closing the books on 2025. The 2026 budget will be built upon actuals for 2025 and the budget. Doug expects to have the 2026 budget ready for review and vote at the Members Meeting on February 18.

Activities: Valarie is working on the activities plan for the year and is in working out details for a October 25 picnic at Oak Hill. The ownership of Oak Hill has changed, and John Leydon is coordinating with the new care takers/ owners to work through final details and approvals. Doug reminded the Board that our insurance for such event is for GWC Members that are also members of MAFCA. It will be important that we stress national membership to anyone participating.

National MARC Liaison: Bill Bass presented to the Board the idea of hosting the May 2027 MARC national tour. Tentative dates would be May 5-7, 2027. The concept would be to headquarter the Tour at the Westfields Marriott in Chantilly near Dulles Airport. The Theme would be the "Historical Virginia Countryside Tour." The Friday tour May 7th would be to the Luray, VA, annual pre-war antique car parts swap meet. Other ideas were Virginia Winery tours, Skyline Drive, Big Meadow, and historical battle fields. The V-8 club of the metro area recently did such a tour and Bill Bass, Milford and Doug will contact them for ideas. It was a concern whether this would impact on our annual Sully car show, but it appears that the dates are about 6 weeks apart and should allow recovery time. If this goes forward, we will likely involve other area clubs in the planning and execution. Bill and Milford will be at the AACA annual convention at this Marriott in February and will make a preliminary contact with hotel event managers. Bill will discuss the concept with the national MARC board and get back to the GWC Board to further develop plans.

Script: Bill Sims said Script January articles are due February 2.

Old Business:

Dave is now compiling the mileage numbers for cars registered in the GWC/ MARC mileage awards program. It is very likely GWC will have cars that earned awards in 2025. He also reminded the Board that since all Board members are MARC members, the only fee to join is \$1.00. See Dave for an application.

The Next Board meeting will be on February 25. The meeting was adjourned at 8:42 PM

Dave Greenwood
Secretary
>>>>>>

FROM A FAVORITE RESTAURANT (Cont.)



Dave Greenwood, Bill Bass, Alice and Bill Sims, Val Faircloth, Loretta and Bruce Metcalf, Doug and Beverly Tomb, Jeff VanGorder, Blane Adcock, Niria Novoa, Don White, Shuyan and Milford Sprecher

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GWC MEETING JANUARY 21

18 Members attended—yes you missed the January parts swap meet.

We had a great selection of parts, tools, literature and accessories that changed hands. We even had a good selection of cookies and refreshments, most importantly the discussions and guidance about ongoing winter Model A repairs. We did not have a formal meeting but started at 7:00 PM and finished at 9:00 with empty wallets and new treasures.

Dave Greenwood



JOIN THE CHERRY BLOSSOM PARADE IN DC - APRIL 11th

We only have 7 slots remaining for cars who want to participate in the National Cherry Blossom Parade in Washington D.C. The parade is Saturday, April 11, from 8AM to roughly 11AM. Donuts and snacks will be provided. To participate, RSVP to Jason Cunningham (jjcunningham@gmail.com, 301-648-4201).

The parade is televised and each participant (passengers too) will need to print, complete, and MAIL IN one of the release forms (one for adults, one for minors—see pp. 23-24) for each person in your car. They will not accept digital versions. Send your completed, paper forms to: National Cherry Blossom Festival Parade

C/O Under the Sun Productions
423 College Avenue
West Chester, PA 19382

RELEASE FORMS ARE DUE MARCH 31. MAKE SURE YOU RSVP TO JASON CUNNINGHAM FIRST.

Questions? Contact Jason Cunningham (jjcunningham@gmail.com, 301-648-4201). See you there!

Jeff VanGorder

MILEAGE PROGRAM: GET YOUR CAR OUT AND EARN A BRASS PLAQUE FOR YOUR RADIATOR

We are all getting our cars ready for the Spring thaw. Now is the right time to enroll your Model A in the Mileage Program. The GWC has a unique program that awards those who have achieved 2000 miles on the odometer after joining. It not only gives you prominence but shows you drive your car. It also is transferable to the next owner if you sell it and they become a member. Joining is easy, you must fill out a form, pay a one-dollar (\$1) one-time fee and stay a member in good standing with GWC and MARC.

Then all you do is send Dave Greenwood a picture of your odometer as of December 31 and he keeps a record of the miles you have accumulated. If you recently bought an A, he could also check to see if the previous owner was in the program. Your awards are at 2000 miles, 5000 miles and every 5000 miles thereafter.

Join up today and if you already belong, get that car out to earn the reward. Any questions, just contact Dave Greenwood at ourhomepc@aol.com mention GWC Mileage Program in the title.



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FEBRUARY 2001—GWC 25 YEARS AGO

On the cover is a picture of member and former President Andy Pogan and his 1930 Model A Tudor sedan. Not sure which show it was taken at.

In the From The President's Desk, President Jon Phillips spoke of his goals for the new year's activities. He noted the Club had 255 active members and observed that of that number, very few are actively involved in planning and development. His first goal was "to get more good people involved".

Jon mentioned the upcoming Pig Picking, Sandblast Day, Small Parts Day, and the like. He also wanted more volunteers for special events such as road trips, like last fall's tour. He thanked Jim Cartmill for his successful tour the previous fall.

His second goal was to get more speakers to share new information and ideas for the upcoming months at the Members Meetings. He wanted to be sure the members were provided with the information and help needed to further their interest in the hobby.

Editor Bill Sims announced that "my reserve is running low," and "the Script needs some good "filler" articles". If members provided the basics, Bill could do the rest.

In the Report From the Smoke Free Room, Dan Lyon reported that they wanted to encourage antique cars to remain until the advertised show time of 4:00pm at the upcoming Sully Show. Also, a concept of collector pins was conceived and would be introduced for the Sully Show. Jim Gray, Membership Chair, announced that 249 members had renewed memberships. Email auctioning of Model A parts was considered, but the logistics were too daunting to implement.

In the 25 Years Ago column, from 1976, they announced, "The 3rd Annual GWC Antique Auto Show and Flea Market is set for 13 June in conjunction with the Fairfax County Park Authority. The setting will be Historic Sulley Plantation on Sulley Road." Bill Worsham would be Meet Chairman again, and who knew this was the start of such a long run.

Mileage awards for 2000 were announced, with Paul Gauthier getting the top award with 730 miles driven, and Val Zadnik getting the award for the most Club activities attended in his Model A. The prize was a brand-new quail radiator cap to each one.

There was a warning article about safe use of a jack or jack stand when working on a car.

The Sunshine Report sadly noted the passing of Howard Minners' mother at age 97. Also, that Mazie and Bob Williams had gone to Florida for two months due to the recent cold weather. Clem Clement had a report on Small Parts Day and all that was accomplished. He also announced upcoming Train Day on February 25th at his house, along with directions and a map.

Finally, in the For Sale section was an ad for "Two wooden garage doors" in very good condition, by Hunter Fanny. "Everything was operational and still in place."

The George Washington Chapter in action.

Doug Tomb

JUDY WORSHAM PASSES

It is with heavy hearts that we share the news that Judy Worsham passed January 8 and has gone to her heavenly reward, reunited with Bill.

At Ken's request, we are sharing the information below regarding Judy's funeral arrangements, along with details for a celebration honoring the lives of both Bill and Judy.

Bill and Judy Worsham were true mainstays of the George Washington Chapter for more than 45 years. Their warmth, generosity, and enthusiasm helped turn countless Club events into cherished memories for individuals and families throughout our Club and across the DMV. May they rest in eternal peace. And, of course—**Ahoogha!**

IN LOVING MEMORY OF Judy Worsham and in Honor of Bill Worsham

Please join us as we gather to remember, honor, and celebrate the lives of two people who meant so much to so many.

Graveside Service for Judy Worsham Saturday, February 7

11:00 AM

Vale United Methodist Church
11528 Vale Road
Oakton, Virginia 22124

This will be a graveside service only.

Followed by--

Celebration of Life for Judy & Bill

12:30 – 3:30 PM

Sixty Vines
11905 Market Street
Reston, Virginia 20190

We welcome you to join us for an afternoon lunch with shared memories, stories, laughter, and love as we celebrate two lives beautifully lived.

With gratitude,
The Worsham Family

MARTIN FRENCH HAS PASSED AWAY

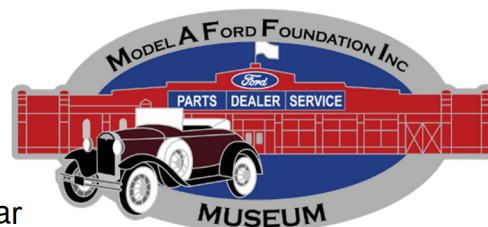
Although Martin was not able to be as involved in Club activities recently due to his heart condition, he truly enjoyed attending the Father's Day Car Show and being part of the GWC community. Owning and restoring his Model AA fire truck was a lifelong dream come true, and he would often share how grateful he was for the friendships and help he received from fellow Club members along the way. He would not have been able to complete that project without the support of the friends he made in our group.

A visitation will be held at Pierce Funeral Home (9609 Center St., Manassas, VA 20110) on Tuesday, February 10, from 6:00–8:00 PM. A service will follow on Wednesday, February 11, at 11:00 AM, with a private burial at Quantico Cemetery.

Please keep Amy and the entire French family in your thoughts and prayers during this difficult time.

THE MAFFI MINUTE

Happy New Year, Model A'ers! As we roll into another year, we find ourselves one step closer to our beloved cars turning 100 years old, which is pretty incredible to think about. The Board met in January to begin planning for the year ahead, including early discussions around Model A Days, along with ideas for upcoming exhibit changes and continued growth of the museum.



While things may seem quieter during the winter months, the museum remains very active behind the scenes. Winter is an important time for maintenance, organization, and preparing exhibits and vehicles for the year ahead. The volunteers of the Grape Country Model A's have been instrumental in this work, generously donating their time and skills. Leader of Fleet Maintenance Dan Cargo and Museum Manager Jerry Dennany, in particular, continue to provide invaluable leadership and hands-on support throughout the off-season.

Keep on motoring!
John Grossheim
Trustee and Secretary of MAFFI

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George Washington Chapter 2025 - AS OF 1/31/2026
DRAFT BUDGET #1

<u>Budgeted Income</u>	Contact	2025 ACTUAL	2026 Budget
Membership Dues	VanGorder	\$ 2,678.00	\$ 2,700.00
Club Name Tags	VanGorder	\$ -	\$ 50.00
Club Logo Merchandise	VanGorder	\$ 455.00	\$ 475.00
Misc Income (Donations)	Tomb	\$ 64.00	\$ 75.00
Misc Income (Other)	Tomb	\$ 25.00	\$ 25.00
Programs & Technical Seminars	White	\$ -	\$ 200.00
Club Tours	Faircloth	\$ -	\$ 750.00
Christmas Party	Faircloth	\$ 40.00	\$ 1,200.00
Fall / Summer Picnic	Faircloth	\$ 2,360.00	\$ 2,200.00
Script Advertising	Bass	\$ 550.00	\$ 550.00
Hands on Seminars, Repair	(Vacant)	\$ -	\$ 100.00
1) Car Show Registration	Benedict	\$ 3,060.00	\$ 3,100.00
2) Show FCPA Gate	DiBerardino	\$ 4,000.00	\$ 4,000.00
3) Food Concession	DiBerardino	\$ 1,540.00	\$ 1,550.00
4) Car Corral	DiBerardino	\$ 230.00	\$ 300.00
5) Snow Cone	Cunningham	\$ 173.50	\$ 200.00
6) Flea Market	Metcalf	\$ 810.00	\$ 800.00
7) T Shirts	Sims	\$ 160.00	\$ 175.00
7) Pin Sales	DiBerardino	\$ 178.00	\$ 175.00
8) Trophy Donation - Dash Plaque	DiBerardino	\$ -	\$ 1,000.00
Total Income		\$16,323.50	\$19,625.00

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<u>Budgeted Expenses</u>			
Awards	Sprecher	\$ 120.26	\$ 100.00
Name Tags	VanGorder		\$ 50.00
Club Logo Merchandise	VanGorder	\$ -	\$ 50.00
Membership Supplies	VanGorder	\$ 266.84	\$ 275.00
Roster Printing & Mailing	VanGorder	\$ -	\$ 25.00
Membership Postage & Mailing	VanGorder	\$ 153.36	\$ 150.00
Membership Overpayment	VanGorder	\$ 20.00	\$ 20.00
American Legion Hall Rental	Tomb	\$ 2,800.00	\$ 2,400.00
Meeting Programs	White	\$ 839.93	\$ 250.00
Program Refreshments	White	\$ 15.99	\$ 100.00
Club Tours	Faircloth	\$ 818.97	\$ 800.00
Summer/Fall Club Picnic	Faircloth	\$ 3,471.82	\$ 3,000.00
Parades	Cunningham	\$ -	\$ 50.00
Christmas Party	Faircloth	\$ 5,052.27	\$ 4,500.00
Script Printing & Mailing	VanGorder	\$ -	\$ 100.00
Tool Shed / Tools	(Vacant)	\$ -	\$ 100.00
Compressor&Engine (Sand, etc)	(Vacant)	\$ -	\$ -
Brake Day Practicum	(Vacant)	\$ -	\$ -
Small Parts Day	(Vacant)	\$ 81.93	\$ 125.00
1) Car Registration Expense	Benedict	\$ 833.50	\$ 800.00
4) Car Corral Expense	Gray	\$ -	\$ 50.00
5) Snow Cone	Cunningham	\$ 392.59	\$ 375.00
6) Flea Market Expense	Metcalf	\$ -	\$ 100.00
7) Pin Sales Expense	DiBerardino	\$ 630.25	\$ 600.00
8) Trophies Expense	Beckner	\$ -	
9) Dash Plaques	Beckner	\$ 1,187.98	\$ 1,200.00
10) Field Set up - (Show Cars)	DiBerardino	\$ 129.51	\$ 150.00
11) Band	DiBerardino	\$ -	\$ 350.00
12) Planning Meetings	DiBerardino	\$ -	\$ 250.00
			>>>>>>>

<u>Budgeted Expenses</u> <u>(Cont.)</u>			
13) Take A Part T	DiBerardino	\$ 167.00	\$ 167.00
14) Coloring Books	DiBerardino	\$ 127.35	\$ 125.00
15) Permits	DiBerardino	\$ 263.00	\$ 250.00
16) Judging Supplies	Open	\$ 29.07	\$ 50.00
17) Advertising	Stubin	\$ 146.30	\$ 150.00
18) Sully Misc	DiBerardino	\$ 761.06	\$ 500.00
Web Hosting Expense	Shepherd	\$ 189.22	\$ 175.00
Presidents Fund	Sprecher	\$ -	\$ 500.00
Board Meeting Meals	Sprecher	\$ 901.24	\$ 750.00
Secretary Supplies	Greenwood	\$ -	\$ 75.00
AV Equipment	Sprecher	\$ -	\$ 75.00
Zoom Subscription	Greenwood	\$ 167.90	\$ 168.00
Insurance	Tomb	\$ -	\$ 75.00
Treasurer Supplies	Tomb	\$ 25.00	\$ 50.00
Bank Supplies (Checks)	Tomb	\$ 39.50	\$ 50.00
Post Office Box	Tomb	\$ 318.00	\$ 325.00
Membership(MARC, MAFCA)	Tomb	\$ 25.00	\$ 100.00
Virginia Corporation Comm	Tomb	\$ -	\$ 70.00
Total Expenses		\$19,974.84	\$19,625.00

UNDER/(OVER) Revenue

-\$3,651.34

\$0.00

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REBUILDING BRUCE'S ENGINE—ALMOST DONE

As noted in my last report, the rods were tight on the crankshaft. I took it back to Gunther's Machine to look over and fix. They ground .002" off the sides of the rods and shells and that fixed the problem. From there, the engine reassembly was normal. Next was installing the engine in the car. It was tougher than in 2020 for some reason, when I had the engine out for replacing the stripped cam gear. This time, I could have used the GWC frame spreader and had to lever the bell housing to the center. A neighbor who is a pro mechanic came over and helped me greatly. Removing the clutch inspection cover to see and rotate and line up the transmission shaft splines with the clutch disk was very handy. After helping Greg Shepherd a couple of years ago and this work has made me realize that the transmission has to be jacked up very high to get the flywheel housing face parallel with the bell housing to align things.

The rest of the assembly: generator, water pump, starter, etc. went pretty smoothly. The engine pans were their usual challenge. With the bolts pointing up, you need a way to hold them in place from below while you start the nuts

on top, then tighten them. My pans are spread a bit wide and I had to try the first bolt on each side in the three different holes to choose from. On one side I braced the pan in place with a piece of plywood (see photo right). To hold the bolts from underneath, I used my needle nose vise-grips and a strong neodymium magnet (see left photo). The magnet was also handy to hold the wrench on the nut on top inside the frame channel when I tightened the bolt from below.



The next step was to connect the hoses to the radiator. I fouled up by trying to push the hose on to the water pump gooseneck by pushing on the radiator. That broke the gooseneck and I had to get a new one, plus a new hose. I was gentler with it and no cracks! After that, the hood went on and the radiator support rods were adjusted. Now it is ready for clean-enough roads to start up and do some break-in and head re-torquing!

Overall, the job was cheaper than a pro rebuild from Schwalm's, etc. and a Burtz engine and I enjoyed the work involved. It would have been nice to avoid the extra block magnafluxing and the rod rework, but those costs weren't deal breakers. Wish me luck!

Bruce Metcalf

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MY CARBURETOR IS LEAKING!

Tom Endy is a well-known Model A mechanical expert. He lives in California and edits *The Victoria Bustle*, the newsletter of the International Model A Ford Victoria Association. In the January 2017 issue he set forth a problem that many people misdiagnose. That problem is a persistent drip coming from the drain plug of the Zenith carburetor.

Tom explains the problem this way. "When the float valve does not hold sufficiently, the fuel level in the reservoir rises. At the same time the fuel level also rises in the main jet and cap jet until it spills over the top. It then runs into the throat of the carburetor and out through the small hole in the bottom of the throat. From there it runs back to the hex plug on the drain boss and drips off of it leading people to believe there is a fuel leak at the drain boss . . .".

So if you have a drip coming from the drain plug, and you have tightened it once, consider that the source might be a leaky float valve jet.

Stan Johnson



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The Model A Restorers Club, Inc.

THE *running* BOARD REPORT

From Tom Hovetter, President and Jim Zimmer, Director of Regions

February 2026

Members, our MARC Board has launched our new website as part of our new social media strategy. You can access it by entering our new url: modelarestorersclub.org. The site contains many new features including a members only section that members can access by entering your membership number and zip code. Once signed in you can update Region information, add events, access issues of *Model A News*, technical information and much more! Some have also noticed that we now have two Facebook groups, Model A Restorers Club, our public group and Model "A" Restorers Club (note the quotes), our members group where more MARC information is posted. Check them out!

Also, speaking about our new social media strategy, your Board is excited to announce that the response thus far has been overwhelming. Many more views on our new website and TWICE as many new members joining than last year at this time. Keep watching for new member promotions and encourage your Region non MARC members to join!

Regions, we still need your help to add content to the website. You can now update your Region information directly, update officer contact information, report your Region activities including creating technical videos to share with all of our members, schedules of your upcoming events to help YOU attract new members and much, much more. Larry Shepard is still asking for names and contact information for your technical experts who are willing to help fellow members with assistance in keeping their Model A's in tip top operational condition. Please contact Larry through our Contact Us section of the website. We are also in the process of creating an updated member roster. Please send our office your member rosters and indicate those members willing to be added to the MARC member roster.

Certainly more members are planning to attend the upcoming Finger Lakes Tour and the National Meet in French Lick. We are still accepting registrations for the Finger Lakes Tour. Registration forms for French Lick will be published in the next issue of the *Model A News* which will be available on February 1st on our new MARC website. The Columbus Indiana Region is also creating an online option that will allow you to easily, accurately and securely register for French Lick from your phone or computer. No more writing, adding or wondering if your registration form will make it through the postal system! Major credit cards and PayPal will be accepted through the secure MARC website. Coming soon!



A VISIT WITH CHUCK ELDERTON IN SAN JOSE

Last month we went out to California to visit the grandchildren in the Santa Clara Valley. I am a member of the Santa Clara Valley Model A Ford Club, although I don't get to participate much as we are not out there very often.

One member of the club is Chuck Elderton. I met him at the MARC meet in Niagara Falls. He had driven his yellow 1930 Model A phaeton, Charlotte, from San Jose. It had a modified engine with a Weber carb and has logged over 100,000 miles on the car. I thought it might be fun to visit with Chuck when we were out that way, so we connected and set a time for the visit.

When we pulled up, the first thing we saw in his driveway was a purple Powell pickup! Powells were made by the Powell brothers, who, after WWII, came up with a plan to build pickups based on 1941 Plymouth frames and transmissions. A unique concept, for sure. They made about 150 trucks.

Chuck raced motorcycles for many years and all of his cars are modified to some degree or another. They are also set up for touring, with more comfortable seats, air conditioning and cruise control.

As for his cars, they are an interesting collection: three Model A's, a '35 Ford cabriolet (his first car), the Powell and a Chevy El Camino. He also has a 1940 Buick Brunn limousine that has not been restored but belonged to the parents of a girl he went to high school with. As for the other cars, Chuck shared this information about each one with me, plus his philosophy for modifying his cars. Each car has a name.

Chuck's philosophy is to modify the vehicles so that they can be comfortably and relatively safely driven on a daily basis - anywhere and anytime. He wants to preserve the spirit of the original car. All of his vehicles have the original style running gear and are modified and accessorized to meet his needs. These old cars are all that he drives. They have one modern car that his wife drives mostly. She used to drive his antiques, but not so much anymore. His cars are as follows:

Charlotte—1930 Phaeton: Driven 117,000+ miles since 2003 (when he started keeping track),



original style drivetrain, mechanical brakes and original steering box. The engine is a Model A diamond block plumbed for oil pressure, SCAT crankshaft, Chevrolet 283 style pistons, Windfield 9062 grind on the cam, Snyder 5.5 head, Weber carburetor, Pertronix/First Street distributor. Stock transmission and rear axle (3.78:1) with a Mitchell 26% overdrive. The brakes have cast iron drums, molded linings, and Flathead Ted Floaters. The only modifications to the suspension are well lubricated springs, tube shocks, Teflon rod ends and the wishbone is split and mounted near the stock ball location with two Heim joints. Accessories

include full instrumentation, 100+ amp alternator, air conditioning/heating (Vintage Air Compact), cruise control, and LED lighting all around.

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A VISIT WITH CHUCK ELDERTON (Cont.)

Kermit—1930 closed cab pickup: Driven 41,000+ miles. Same drivetrain as Charlotte except the engine is fitted with a Serr-Miller overhead, Ross custom pistons (8.5:1), and Holley Sniper throttle body fuel injection/return fuel system. Modifications to the chassis and the accessories are identical to Charlotte.



Ol'Blue—1930 Roadster: A recent addition to the fleet only driven 27 miles home upon purchase. Currently undergoing a major refresh. He did a lot of work on this car to resurrect it for the prior owner in 2018 and purchased it from his estate in April 2025. This is an old Southern California hot rod. Notes found in the car have revealed part of its history from the 60's and 70's.



In 2018 it received new Lincoln-style hydraulic brakes, Posies lowering springs, a dropped front axle, tube shocks, etc. The engine was rebuilt (by another shop) pretty much stock, unknown cam grind, Thomas head, dual Stromberg 81's, and Pertronix/First Street electronic ignition to replace the WICO magneto. It was also fitted with a T-5 transmission and open drive at the same time. It is still a work in progress. He has clear-coated the old blue paint and is letting it fully cure before color-sanding and buffing. This is the only car without air and cruise.

Barney—1956 Powell Sportwagon Deluxe Pickup: The family workhorse has been driven only about 25,000 miles since built in 1998. It is modified in much the same manner as the Model A's. It is built on a 1941 Plymouth chassis, retains a Plymouth flathead six, has dual Holly 94 carburetors, Fenton headers/dual exhaust, Pertronix ignition, and a milled head. The chassis is modified with a Borg-warner overdrive, a Ford 8.8 rear axle, and power disc brakes on the front. Air conditioning, cruise control, full instrumentation, LED's, etc.

Chuck found the truck on some property his boss was renting. When the boss quit renting the property, the owner was going to junk the old vehicles on the property, including this one. As a true old-car guy, Chuck jumped in to save this unique and rare vehicle from the scrapper.

Rhett—1935 Ford Cabriolet: A fairly recent completion with only about 7,000 miles so far. Same formula: original-style running gear, and lots of modern accessories discretely installed. He has had this car since 1961. It sat in a pile for decades and was made road-worthy in 2019 and emerged from the body shop in 2021.

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A VISIT WITH CHUCK ELDERTON (Cont.)

This car has a 276-cubic inch 1951 flathead V8, Holley Sniper EFI, Offenhauser heads and



manifold, Isky Max-1 cam, MSD ignition box/distributor, 1939-style 3-speed transmission and 2-speed Mitchell 36% overdrive, stock steering, and four-wheel power disc brakes. It looks stock (original factory colors/wheels) except for the stance, which is due to a dropped axle and big/little tires. He installed a hyper-deluxe leather interior, which makes this car an absolute dream to travel in. Chuck and his wife drove it to Lincoln,

Nebraska, a year ago.

Caliente Negro—1984 El Camino: He built this car in 1996 by combining a used-up El Camino, and a wrecked new 1995 Corvette. In recent years this car is barely driven as the old cars are so much more fun (and work). It has the Corvette engine/transmission/computer, Camaro Z-28 steering box, lowered/upgraded suspension components, and four-wheel power disk brakes. All the accessories and a Conley Leather interior. Plush, reasonably fast, and handles like a go-cart.

Chuck does all the work himself except for final body and paint work. I was awestruck by this collection and all the work he has done.

Milford Sprecher

PUNXSUTAWNEY PHIL PREDICTS THE WORST

Punxsutawney Phil, the famous groundhog weather watcher, was pulled from his warm burrow this morning and saw his shadow, predicting six more weeks of winter.



Each February 2, on Groundhog Day, the members of the Punxsutawney Groundhog Club make the pilgrimage to Gobbler's Knob — Phil's official home.

Legend has it, if he sees his shadow, six more weeks of winter are on the way. If he doesn't, an early spring arrives.

In reality, winter will end on the spring equinox, known also as the vernal equinox, on March 20 at 5:01 a.m. ET, regardless of Sunday's prediction. But weather conditions don't always follow the timetable — and neither does Phil.

Phil has been prognosticating since the late 1800s but his recent predictions would have a better track record if he just flipped a coin: He has only been right about 35% of the time since 2005, according to data analyzed by NOAA.

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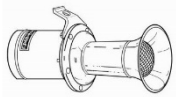
Books

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|---|---|
| 2 | "Henry Ford" by Carol Gelderman |
| 1 | "90 Years of Ford" by George H. Dammann |

Videos and/or DVDs

- | | |
|---|---|
| 8 | Brakes/Distributor/Headlights GW Chapter Presentation |
| 1 | 1st Annual Washington Congressional Concours d'Elegance |
| 1 | Brake Adjustment (Millard Springer) |
| 1 | Carburetors & Carbohydrates |
| 1 | Engine Bearing Adjustment (Millard Springer) |
| 1 | Engine Rebuilding (Bud Schwalm) |
| 1 | Engine Swap (Andy Pogan) |
| 1 | Ford The Man & The Machine (drama) |
| 1 | Generator Rebuild Gennin' Along with Lloyd and Floyd |
| 1 | Hammer Welding Techniques |
| 1 | Headlight Fundamentals (Millard Springer) |
| 1 | How to Avoid Fahrenheit Fright (Cooling System) |
| 1 | How to Stop on a Dime |
| 1 | "Kustom" Painting Secrets |
| 1 | Model A Ford Locks & Keys |
| 2 | Model A Ford Starter Rebuild (Luke Chaplin) |
| 2 | Parks Plus |
| 2 | Patch Panel Installation |
| 1 | Rust Repair |
| 1 | Model A Distributor Part I Tech Info (Millard Springer) |
| 1 | Model A Distributor Part II Rebuild Info (Millard Springer) |
| 1 | Model A Muffler (Walt Bratton) |
| 1 | TV Show for Sully 1993 (Bob Daulton) |
| 2 | Henry Ford Biography / 1998 Sully |
| 1 | 1993 Sully / Rockville Antique & Classic Car Show |

Please contact the Club Librarian Jay Melton at 703-966-7719 or jmelton58@verizon.net to secure books, videos and DVDs.



UPCOMING ACTIVITIES

February

- February 11 (2nd Wednesday) – CDC Breakfast – Fair Oaks Silver Diner – 12251 Fair Lakes Parkway – 9am
- **February 18 (3rd Wednesday) – Monthly Membership Meeting – McLean American Legion Hall 7:45pm**
- **February 25 (4th Wednesday) – Board Meeting – Zoom 7pm**

March

- March 11 (2nd Wednesday) – CDC Breakfast – Fair Oaks Silver Diner – 12251 Fair Lakes Parkway – 9am
- March 14 – (Saturday) AACA Chesapeake Region Swap Meet - Howard County Fairgrounds (2210 Fairgrounds Road, West Friendship, MD 31794) – <https://chesapeake.aaaca.com>
- March 14 – Mason Dixon Gas, Oil, Automotive and Advertising Swap Meet - Great Frederick Fairgrounds (797 Patrick St., Frederick, MD 22705) - 8am – <http://www.masondixongas.com/> and orangecovintage@gmail.com
- **March 18 (3rd Wednesday) – Monthly Membership Meeting – McLean American Legion Hall 7:45pm**
- **March 25 (4th Wednesday) – Board Meeting – Zoom 7pm**
- March 27-28 – Sugarloaf Mountain Region AACA Parts and Swap Meet - Carroll County Agriculture Center (706 Agriculture Dr., Westminster, MD 31157) - Friday 8am to 4pm and Saturday 8am to 2pm - Sugarloaf Mountain Region of the Antique Automobile Club of America smraaca@aol.com and <https://www.facebook.com/events/788731128310976>

Save the Date!

June 21 (Sunday) – Sully 51! – Sully Historic Site - Chantilly, VA

October 25 (Sunday) – Oak Hill Farm Model “A” Gathering – Aldie, VA

December 5 (Saturday) – Annual GWC Christmas Party at American Legion Hall – Fairfax, VA

CLASSIFIED ADS

Wanted

Fenders for a 30 Tudor. Need all four but will take one or more. Contact John Ryan at 240-271-4097 or john@ryanweb.com



2026 MAFCA National Convention
May 31 - June 7, 2026
Pendleton, Oregon



2026 National Cherry Blossom Festival Parade® Adult Participant Release Form

(Fill out all form fields)

Participant's First Name	MI	Last Name	
Home Address			
City	State		Zip
Phone Number	Sex	DOB	Age

I, the above individual, want to participate in the National Cherry Blossom Festival Parade scheduled to take place on Saturday, April 11, 2026, along Constitution Avenue between 7th and 17th Streets, NW, Washington, DC ("Event"). I will:

1. Certify that I am at least 18 years old, physically fit and able to participate in the Event.
2. Will comply with all laws and regulations while participating in the Event, including but not limited to all COVID-19 rules, regulations, policies, laws and guidance from NCBF, the CDC and applicable state and local health departments.
3. Participate in the Event and notify my Event supervisor if I am not able to perform a requested task.
4. Acknowledge that I will not be compensated for my participation in the Event.
5. Assume all risks of personal injury, property loss or death that may occur related to my participating in the Event. Along with my heirs, executors and administrators, I waive all current and future legal claims against the National Cherry Blossom Festival, Inc., the District of Columbia, the National Park Service, Events DC, JM Best Entertainment Inc., Under the Sun Productions Inc., 7News/WJLA-TV and WJLA 24/7 News and each of their respective sponsors, officers, directors, employees, agents, representatives, successors, and assigns (collectively, "Presenters").
6. Acknowledge that I am not covered by any Presenter's insurance.
7. Authorize any necessary medical treatment to me at the Event, at my cost.
8. Indemnify and defend, together with my heirs, executors and administrators, the Presenters from all liabilities, claims, actions, damages, costs or expenses, including claims based on a Presenter's negligence, arising out of or connected with third party claims related to my participation in the Event.
9. Not take any action that would negatively impact the reputation of NCBF or the Festival. I will leave the Event if NCBF requires.
10. Allow NCBF and NCBF's agents, without reservation, limitation or additional compensation, to record, in any media, and use, broadcast or produce derivative works from, in any media and for all time, my name, face, likeness, voice and appearance.

Date: _____ Signature: _____

If you are participating with an organization or group, please list the name of that organization or group:

2026 National Cherry Blossom Festival Parade® Minor Participant Release Form

(Fill out all form fields)

Participant's First Name _____ MI _____ Last Name _____
Home Address _____
City _____ State _____ Zip _____
Phone Number _____ Sex _____ DOB _____ Age _____

I will:

1. Allow my child (listed above) to participate in the National Cherry Blossom Festival Parade scheduled to take place on Saturday, April 11, 2026, along Constitution Avenue between 7th and 17th Streets, NW, Washington, DC ("Event").
2. Certify that my child is physically fit and able to participate in the Event.
3. Will comply with all laws and regulations while participating in the Event, including but not limited to all COVID-19 rules, regulations, policies, laws and guidance from NCBF, the CDC and applicable state and local health departments.
4. Acknowledge that my child will not be compensated for his or her participation in the Event.
5. Assume all risks of personal injury, property loss or death that may occur related to my child's participating in the Event. I and my child's heirs, executors and administrators waive all current and future legal claims against the National Cherry Blossom Festival, Inc., the District of Columbia, the National Park Service, Events DC, JM Best Entertainment Inc., Under the Sun Productions Inc., 7News/WJLA-TV and WJLA 24/7 News and each of their respective sponsors, officers, directors, employees, agents, representatives, successors, and assigns (collectively, "Presenters").
6. Acknowledge that my child is not covered by any Presenter insurance.
7. Authorize any necessary medical treatment to my child at the Event, at my cost.
8. Indemnify and defend, together with my heirs, executors and administrators, and those of my child, the Presenters from all liabilities, claims, actions, damages, costs or expenses, including claims based on the Indemnitor's negligence, arising out of or connected with third party claims related to my participation in the Event.
9. Ensure that my child will not take any action that would negatively impact the Event or the Event's reputation, will follow Event rules, and will leave the Event if NCBF requires.
10. Allow NCBF and NCBF's agents, without reservation, limitation or additional compensation, the right to record, in any media, and to use, broadcast or produce derivative works from, in any media and for all time, my child's name, face, likeness, voice and appearance.

Intending to be legally bound, I sign this Release on the date below.

Date: _____ Signature: _____

Printed Name of Parent or Guardian _____

If your child is participating with an organization or group, please list the name of that organization or group:
