



VOLUME 53

ISSUE 1

January-2026

COLONIAL "A" NEWS

HAPPY
New Year
2026



COLONIAL VIRGINIA MODEL A FORD CLUB
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COLONIAL VIRGINIA MODEL "A" FORD CLUB

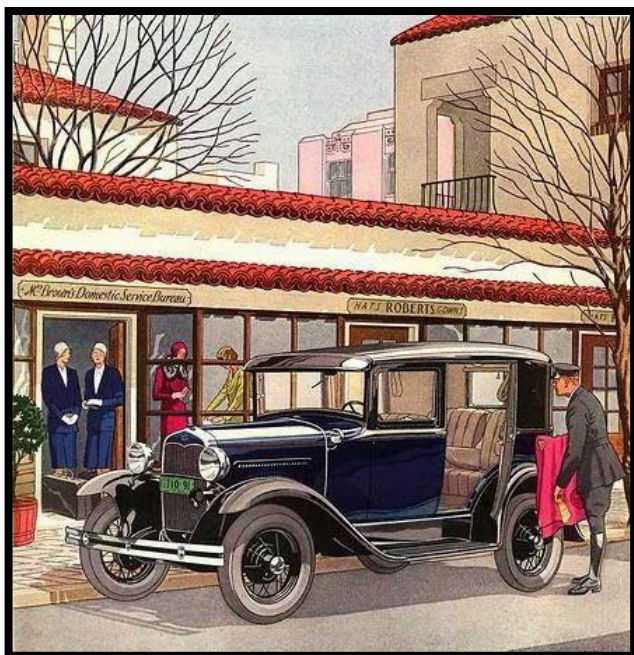
<http://www.cvmafc.com>

The purpose of our club is to restore, promote and preserve Model "A" Fords and to serve as a medium of exchange of ideas, information and parts and to further attract prestige and respect within the community with family oriented activities and civic and community involvement.



Birthdays and Anniversary's

11 Rick Calhoun
11 David Dowdy
13 Dave Westenberger
18 Martha Wilkins
22 Dave Carroll
27 Bill Gaertner
30 Ron & Anne Harvey



Model A Stuff For Sale

Cobra Long Grain Model A Top Material
for a Sedan (for sale) new in the box.
Contact Marlon Spratley at
healthyequation@hotmail.com



**Advertise Your Model A Stuff
For Sale!!**

Here



Colonial Virginia Model A Ford Club

CVMAFC MEETING MINUTES:
THERE WAS NO MEETING IN DECEMBER



CVMAFC Treasurer's Report for December 2025

CHECKING ACCT, 31 OCTOBER, thru, 30 NOVEMBER, 2025

PREVIOUS BALANCE
as of 10/31/2025 \$2,000.76

EXPENSES:
No checks written 0.00
Bank service charge -5.00

INCOME:
Total Deposits +1,687.00

STATED BALANCE:
as of 11/28/2025 \$3,689.76

CHECK BOOK BALANCE:
as of 12/23/2025 \$3,291.45

Prepared by: Rick Morgan, Treasurer

Nominees for the 2026-2027 Club Officers are:

President:	Ed Sanchez
Vice President:	Larry Munk
Treasurer:	Rick Morgan
Secretary:	Shared duty between: Vicki Morgan Martha Wilkins Linda Westenberger Meredith Jackson
National Representative:	Patty Belvin

**Election of 2026-2027 Officers
will take place at the January
17th CVMAFC meeting.
Officers will assume office
immediately after the vote!!!**

C L U B N E W S



January Sunshine Report ☺

After recovering from pneumonia, Mickey West is doing much better. Thanks to all who keep me informed about our members so I can send a card or give them a call.

Martha Wilkins mbwilkins44@gmail.com or 757-880-7952

First Tuesday Breakfast

Well, our last First Tuesday breakfast for 2025 was held at the Yorktown IHOP on December 2. We had a good showing with fifteen hungry club members around the table. Those attending and enjoying the camaraderie were: John Atkinson, Rick Cahoon, Ed Case, Carl Carlson, Dave Carroll, Wick Copland, Des Donnelly, Dave Dowdy, Bill, Gaertner, Cookie Gunnels, Terry Gunnels, Merideth Jackson, Larry Munk, Marlon Sprately, and Jerry Wilkins. As usual, the service was good as well as the grub. Great conversation about Model A's but I didn't hear anyone talking about what Model A part they wanted Santa to bring for Christmas. Probably just as well. Santa, no doubt, had his hands full keeping that heap of a sled air borne and those over-the-hill reindeer under control.

Speaking of Christmas, Martha and I hope you all had a very Merry Christmas and wish you a Happy New Year. I'll see you at our next First Tuesday Breakfast on January 6 at the **Capitol Pancake House in Williamsburg.** *Jerry W.*

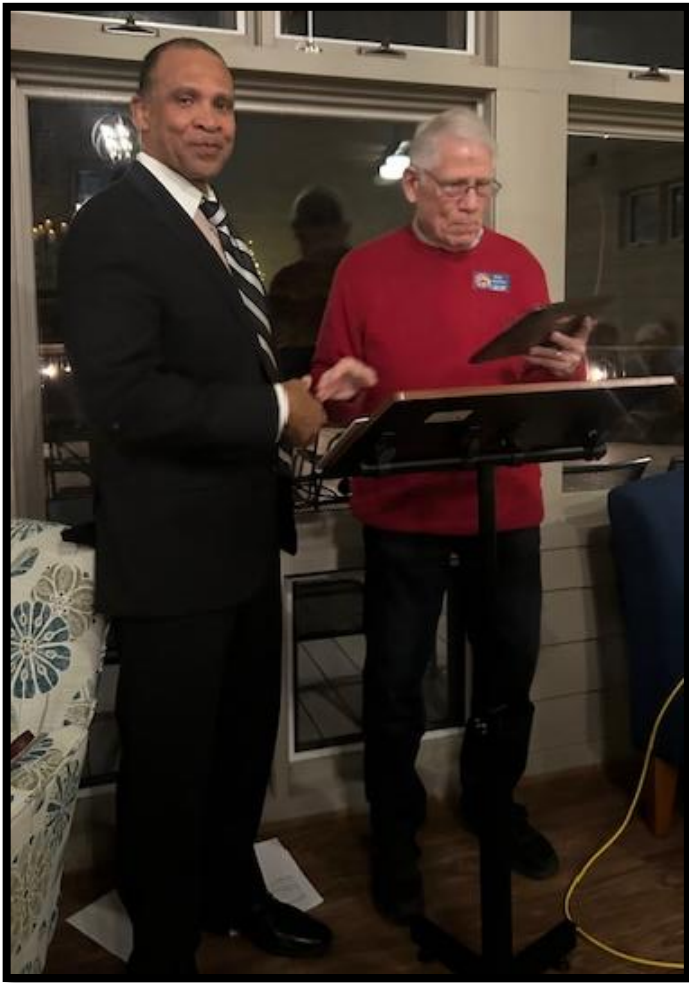


Christmas Banquet - December 6, 2025

The CVMAFC Christmas Banquet was held on Saturday, December 6th at the Marlbank Cove Clubhouse in Yorktown. We began with a social hour, which included appetizers and drinks, followed by dinner and our Banquet program. The location was warm and cozy, allowing us to be near one another in the Club house dining room. After a delicious dinner, our Banquet program began with the blessing given by Ed Case, followed by the Pledge, led by Cathy Munk. Lynn Spratley then read the story of the first Christmas, followed by a reading of "Twas the Night Before Christmas" by Meredith Jackson. Afterwards, Marlon led us in a game of "Do You Know This CVMAFC Person", and apparently we don't know "little known facts" about one another, because it took quite a bit of mind acrobatics to answer the questions. Nevertheless, the game was fun! After our trivia antics, Rick Morgan announced this year's Spark Plug Award Winner who was none other than our outgoing President, Marlon Spratley. Marlon accepted the award with a tear in his eye. We ended the evening with Marlon, once again this year, playing Silent Night on his harmonica, with the entire group joining in. The sing-a-long fun concluded with Club members singing the Model A version of Jingle Bells, with Carl Carlson leading us in that effort. **Once again, a good time was had by all!!!**









You all gave generously to Toys For Tots! Every single toy pictured was donated by CVMAFC members at the Christmas Banquet. Marlon dropped the Club's donations off at a Kingsmill Toys for Tots collection location, and the Kingsmill Chief of Police accepted our gifts. You made a lot of little boys and girls very happy this Holiday season!

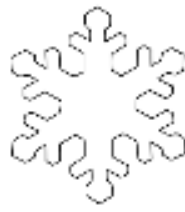


Williamsburg Christmas Parade!

On Sunday, December 7th six (6) pre-registered CVMAFC A's and their owners participated in the Williamsburg Christmas Parade. Our Christmas Parade Leader was Carl Carlson. This year's Christmas Parade theme was "Rockin Retro". The CVMAFC Parade participants were Carl and Karen Carlson, Ed & Ellie Sanchez, Bill & Carolyn Gaertner, Fred & Bonnie Nelson, Larry & Cathy Munk, and Marlon & Lynn Spratley. Afterwards we all got together for dinner at Blaze Pizza. We had another great Parade experience this year!







JANUARY 1ST SNOWFLAKE TOUR

Mark your calendars:

The 19th annual Snowflake Tour will take place on **January 1, 2026.**

We will depart from Jamestown Settlement parking lot at 9AM and travel the Jamestown Island long loop and then the Colonial Parkway up to the Henry Street exit, going left at Francis Street, left on Capitol Landing Road to Capitol Pancake House (802 Capitol Landing Rd., Williamsburg) for breakfast, arriving around 10AM.

Come and celebrate the New Year with us!

Dave and Linda Westenberger



January Soup Kitchen 2026

Our annual Soup Kitchen (i.e., bring your best soup or other food dish to share), Silent Auction & Meeting will take place at the Edgehill Community Center in Yorktown (700 Cockletown Rd.) on Saturday, **January 17th**. Patty Belvin will have a food sign-up sheet at the Snowflake Run or text her at 757-810-8119 or email her at rbelvin@cox.net to let her know what you are bringing. We don't want 7 slow cookers with the same soup.

Starting at 10:30a.m., we will need folks to help set up tables and chairs for lunch, the buffet, and the silent auction. The meeting will start at 11:30a.m. followed by lunch & our silent auction.

Start looking for items you would like to bring to the Silent Auction such as Model A parts, tools, memorabilia, books, and apparel (other items are also welcome). The Auction is a CASH ONLY event and if your item does not sell, please take it home. All auction proceeds go to the Model A Ford Museum, which is our once-a-year club contribution to the Museum.

Bring a friend, grandkids, neighbor. All are welcome. Happy New Year!!!

Keep on chuggin', *Patty Ann*



UP CLOSE & PERSONAL: **MODEL A MEMORIES**

Bill Gaertner

It started last September when I took a trip to Clearwater, Florida with my grandson, Mitchell. The purpose of the trip was to look at a 1931 Model A Victoria. Now, at the time, I knew very little about Model A's. That is why I took Mitchell with me. He has a 1930 Tudor that is his daily driver and is very knowledgeable about the A's. The Vicky was nearing the end of a Ten-Year Off-Frame Restoration. The restorer had realized that he was running out of time and probably wouldn't ever get to enjoy the car. I ended up buying the car and Mitchell arranged to have it delivered to my home in Williamsburg, Virginia. The hauler picked up the car a few days later at 9 o'clock in the morning and arrived at my house at 1 o'clock the next morning. That meant that he drove 16 straight hours by himself pulling the biggest trailer you could ever imagine. I was amused to see what transpired when we unfastened the hold downs. The trailer was not level; so, the Vicky started to roll forward. It was then that the hauler thrust himself as a cushion between the Vicky and the other car he was carrying, a \$300,000 Bentley.

The condition of the Vicky, when we received her, can best be described as loosely assembled. It certainly wasn't road worthy. So, Mitchell and I spent the next few weeks making things right. We realigned the body to the chassis so the doors lined up. Modified the floor pan to accommodate the Mitchell overdrive. Aligned the front wheels. Adjusted the brakes and the steering. Changed the fluids. Greased the fittings and lots more. Now, I have to say that Mitchell's and my thinking differs when it comes to restoring Model A's. I want a Model A that is set up for touring. That means improved creature comforts and safety enhancements. My Vicky has cast iron brake drums, a rebuilt engine with a high compression head, centrifugal advance built into the distributor, modern shocks, a steering stabilizer, an electrical system that has been converted to 12 volts, including halogen headlights, and a pressurized radiator system. Mitchell, on the other hand, is a purest. He wants everything to be just like it was when the car rolled off the assembly line. So, here we have two A's that are set up totally different. Time to put them to the test.

Mitchell and I decided to begin our test by driving from Williamsburg, Virginia to Gatlinburg, Tennessee by



way of the Appalachian Mountains, a little over 600 miles. Mitchell was accompanied by his dad, Forrest, and I had my wife Jo Carolyn by my side. Mitchell used Waze to route our course. It not only allowed us to eliminate highways, but allowed us to include dirt and gravel roads. Our intent was to travel as much of the Blue Ridge Parkway as possible. The parkway runs along the ridge of the mountain chain and includes portions of Virginia, North Carolina, and Tennessee. The first few hours driving the flat lands toward the mountains were uneventful. Additionally, driving along the parkway, as beautiful as it is, is pretty much a “walk in the park.” However, the serpentine access roads that run for miles providing access to the parkway is where the action is. Normally, you would only have to go up one access road, run the parkway for a few hundred miles, and then exit the parkway down another access road. However, hurricane Helene, last March, wiped out several portions of the parkway. This required us to go up and down numerous access roads, some pushing the A’s to their limit. When going up, second gear is the sweet spot. The engine might be screaming, but shifting to third gear will bring you to a stop. For Mitchell’s Model A with the original timing controls, he was able to retard the timing and lug the engine at a lower rpm to ascend the mountains. For non-pressurized cooling, watch your coolant level. You will most likely need to find a place to stop and top off with water. Going up is intensive, but coming down is a real nail biter. Normal thinking is to exit the parkway in third gear, and as your momentum increases, rev shift to second and use the lower gear to control your speed. Big mistake. This is where I got into trouble. When the engine is wound out in third gear and you try to downshift to second, the car is already going faster than you want. As soon as you come out of third, the gears are turning so fast that you can’t match the revs to go into second. And even worse, you can’t get back into third. By this time, the car is freewheeling and is getting dangerously out of control. Your only option at this point is to apply all the braking power you can muster and hope that the brakes don’t burn out. Of course, in my case, having my wife JoC screaming “slow down, I don’t want to die,” added just the right amount of additional panic. Fortunately, my brakes held well enough for me to eventually get into second gear. Even then, the engine was wound out and controlling my speed to a comfortable level was nearly impossible. I couldn’t help thinking of a quote Will Rogers once said, “I would like to die like my grandfather, quiet and peaceful, not screaming and yelling like the other passengers in his car.”

The trip to Gatlinburg took three long days of driving. When we weren’t accessing the parkway, we were running in the foothills. On one occasion, we got onto a one lane dirt road, more like a goat path, that ran for ten miles. The road was very winding, full of holes and washouts, and included lots of changes in elevation. On one side was a mountain, on the other a steep gorge. I thought we would shake the cars to pieces, but they proved to be resilient.

When we arrived in Gatlinburg, we



were faced with another set of challenges. The VRBO house that my daughter rented was situated on the top of a very steep hill. As I approached the incline, I immediately shifted to second. Unfortunately, that wasn't low enough so I had to get into first. This brought me to a stop, and I thought I would burn up my clutch trying to get started in first. As difficult as it was going up, going down presented another set of problems. When I said steep, I mean really steep. I estimated the grade to be in excess of 30%. The Vicky was able to go down in first gear with the help of the hand brake, being careful not to lock up the wheels to avoid going into an uncontrolled slide. Mitchell's Tudor had another problem. His car uses a Zenith carburetor. The road was so steep that if you let the engine idle, the carburetor couldn't take the angle and would stop the flow of gas shutting down the engine. Mitchell skillfully descended the hill with the engine off, but in gear with judicious amounts of hand braking. Did I mention the bears? Yes, we saw several of them. Unfortunately, one decided to engrave his mark in my newly acquired trunk.

Up to this time the A's met every challenge we threw at them. But now the real test. In Tennessee, there is a road called "Tail of the Dragon." It is reportedly one of the most challenging roads in the Eastern United States. The road is 318 hair pin curves in eleven miles with lots of elevation changes, and is considered a "Right of Passage" for six figure sport car enthusiasts. We had to do it. What could possibly go wrong? Running the course pushed the A's and the drivers to their absolute limit. The engines were screaming and the tires were squealing. Mitchell had run the course twice before, once in his Jaguar, and once in his MGB, but the A's proved to be the ultimate challenge. Mitchell actually burned through the tread down to the cord on one of his tires. When I completed the run, I was wet with sweat, and it took another 45 minutes for my adrenaline to return to normal. Being in my eighties, I have a bucket list, but this was not on it. I felt compelled to add it ex post facto, just so I could enjoy checking it off.

The trip home took two days. The first day we had to travel 340 miles over rural roads to a very upscale resort where my daughter had made our reservations. We drove for eleven long hours, four of which were at night. Now driving the A's in the daytime is pretty easy, but driving them at night can be daunting. I had little problem driving the Vicky with her slanted windshield and halogen headlights. Mitchell, not so lucky. The Tudor's vertical windshield reflects vehicle headlights and street lights, bouncing images off all the windows. It was like driving inside a kaleidoscope. The only solution was to block out the windows with towels. I remember seeing pull-down shades on some A's but didn't realize what their real purpose was. Now I know.

Most Model A's are driven around



town, or on gentle drive tours. Our trip was different, and I don't recommend it. We were gone eight days, from November 1 to the 8th. During this time, we drove 1600 intensive miles. We challenged the A's continuously. They both performed well and, surprisingly, neither car broke down. Despite my Vicky having all of the modern upgrades, my grandson's original car kept up just as well and even outshined in some areas. I consider our trip a true testament to the moxie of the Model A's.



: NEW CVMAFC MEMBERS!!!

Wick & Tammy Copeland

"I am retired. We were the owners of

several businesses that were related to the trucking industry. Tammy and I decided after 29 years to step away from the trucking company in 2017. We sold it and the property in Charles City. We continued to work in our truck and RV repair business based across the road from Water Country. In 2022 we received an offer on the repair shop and the property. We decided to accept the offer and retire. We started looking for a home in the James City area. We found our forever home and bought it and renovated. I built a large garage to work on a 1939 Ford Deluxe that I had bought before retiring. Little did we know, but Tammy had caught the bug, and we found our 1930 Sport Coupe. She partially likes the Rumble Seat. It is now undergoing a complete restoration."



Matthew & Liz Mukherin

"We have 4 sons and seven grandchildren. We are both retired; Liz from York County Public Schools and me from Newport News Shipbuilding. We have lived in Hampton Roads for over forty years. I am a classic car guy, I have a 1930 Model A Roadster Pickup and a 1959 Corvette, and love to spend time in the garage on the cars."



Mitchell Harris

"I started with British cars at 18 years old, I've daily driven my MGB for the last 8 years and 80,000 miles. I've always been intrigued by the simplicity of older cars and the Model A seemed like the oldest car I could still drive every day. I'm 4,000 miles into the Model A and so far so good."



STINKY'S DONE!!!



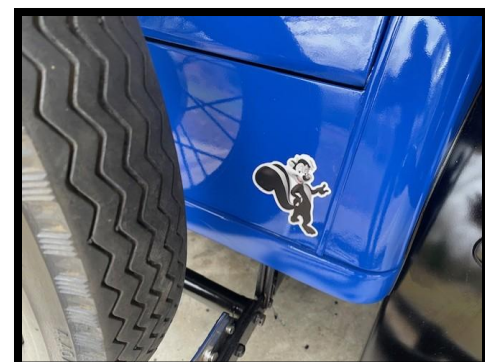
About a year and a half ago, while at the Luray Swap Meet, Larry and Cathy Munk made a deal to purchase a 1928 Model A Ford Business Coupe. They picked the car up in Henderson North Carolina and used John Wyatt's trailer to get it to Williamsburg. Though the car's restoration began in California in the late 1970's, it sat unfinished for 47 years, moving from California to North Carolina. The chassis had been restored, the engine was rebuilt, the body was dipped and primed, but there it sat until it found a new home, which is where Larry and Cathy stepped in.

After getting the car home, they named it Stinky because it had

buildup of whatever was floating around in the garage where it had been stored and had developed "a unique aroma". Larry gave the car a good bath and, thankfully, Stinky doesn't stink anymore 😊.

Well, after a labor of love (a blood, sweat, and tears restoration done by Larry himself), Stinky's looking pretty good and is ready for our touring when the weather warms up!

**Job well done
Larry!**





MAFFI Minute

December 2025

Happy Holiday Season, Model A'ers! Hope everyone is staying warm and that your cars are either tucked away for the winter or still enjoying the cooler air. I know I've been enjoying taking my A out in the snow.

Earlier this month, John Marshall, our Executive Director, sent out the Holiday Donation Letter, which is a great opportunity to stay involved by giving back to the museum. Don't forget that we also have a store where you can purchase MAFFI merchandise, located under the "Store" tab at maffi.org.

One of the coolest things about the museum is that it's constantly in motion. Dan Cargo and Jerry Dennany are always tinkering or moving cars around, with the help of the amazing volunteers from the Grape Country A's. If you visit the "Cameras" tab on maffi.org, you can see all the holiday decorations and even catch a glimpse of some of our newest additions.

The trustees also met in November to start shaping some exciting ideas for the museum. While it's a bit early to share details just yet, there are some great things in the works, and we're looking forward to unveiling more as plans come together in the months ahead.

Keep on motoring, and have a Happy New Year!

John Grossheim, Trustee and Secretary, MAFFI





[Model A Winterization Checklist](#)

[Cooling Area](#)

Drain radiator if filled with water and replace with a 50/50 mixture of green (for pre 2000 cars) antifreeze. This will keep the system from corroding. It does not need to be drained in the spring. Inspect hoses, looking for any leaks. Inspect Water Pump for leaks and tighten packing nut if needed and grease the front bearing. Inspect fan belt for wear.

[Fuel Area](#)

The general consensus is to store the car with a full gas tank with the goal of not allowing rust any chance to form inside the gas tank. It would not hurt to check for any fuel leaks at the shut off and carburetor lines. A top off of Real Gasoline without Alcohol is recommended. You may also wish to add some Marvel Mystery Oil or Sta-Bil to the gasoline for long term storage. With your engine running at normal operating temperature, turn off the fuel shut off valve and run the engine until it runs out of fuel, thus, draining the carburetor bowl.

[Battery](#)

Top off the battery with distilled water in all cells. Put on battery charger and top the charge off. Monitor the battery over the Winter months and/or use a battery maintainer or trickle charger to keep any sulfites from forming and shorting out the plates at the bottom of the cells. Most 6 volt batteries can offer approximately 10 years of life with proper running, charging, and maintenance. It is optional to remove the battery from the car and keep on a wooden stand. This may protect the battery holder from corrosion. Also, it is recommended to wash the battery case with ammonia or a baking soda solution to neutralize any acids. It is good to put a coating of dielectric grease on the cleaned off battery terminals for protection as well.

[Tires](#)

Top off the tires to ~ 35 psi of air pressure. Some people like to jack up their car and put on 4 jack stands to keep the tires off the ground and to prevent flat spots. You can release the parking brake as well. This is also a good time to look over the tires for general condition and you may desire to put a tire preservative on the rubber. Lug nuts should be torqued to at least 65 foot pounds.

[Engine](#)

Drain your oil, refill with new oil, and run the car briefly before storage to get rid of old contaminated. Changing the oil when you put the car into storage will eliminate any acids that formed in the oil over the touring season. Lube the chassis, grease zerks, and oil any lube spots (some will do this in the Spring instead). Remove spark plugs and spray fogging oil into the cylinders. Clean and re-gap spark plugs and replace.

[Distributor](#)

Set the point gap and put a business card in between the points to prevent corrosion and to keep the point surfaces clean. If you are running a fuse, remove the fuse to prevent any possible electrical shorts during storage that could possibly cause a car fire. Yes, it has actually happened to Model As.

[Body](#)

Wash and dry off carefully. Polish or Wax. Cover your Auto with sheets or a car cover allowing air to reach the vehicle. If you use a top dressing it would be good to apply it now... Clean upholstery and put on rubber and leather conditioner where needed.

The Model A Restorers Club, Inc.

THE *running* BOARD REPORT

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

January 2026

MARC's Board of Directors is pleased to announce that our completely restored website is alive at ModelARestorersClub.org (modelarestorersclub.org.) (If you have the link to the old website on your phone or computer, the old website will automatically connect to our new website). This upgrade marks an exciting step forward for MARC. Our new site uses modern technology to make it easier for members to:

- ☐ Browse national and regional events
- ☐ Renew memberships online
- ☐ Connect with other Model A enthusiasts
- ☐ Access club news and resources anytime — even on your phone

As our club continues to evolve, this new digital foundation helps us reach the next generation of Model A owners while staying true to our heritage.

Please take a moment to visit the new site and explore what's new. We welcome your feedback and ideas as we continue improving the online experience for everyone.

As some of you may have noticed on the MARC Facebook group, we advertised a special promotion to attract new members. If you have not been a member of MARC previously, you qualify for this promotion! Sign up for a MARC membership at the regular price of \$50 (12 months membership) and receive FREE editions of *Technically Speaking*, volumes one through thirteen, including shipping (while supplies last). AND if you want to purchase volumes fourteen and fifteen for an additional \$25 they will be shipped with the other volumes! Sign up on our new website by clicking join now. If you want to purchase the additional volumes you must call the office at 734-427-9050 within 48 hours of joining to qualify for free shipping.

Regions, please note that 2026 dues in the amount of only \$25 are now due. They can be paid by accessing our new website at modelarestorersclub.org, select Regions and the Region toolbar to take you to renew. Also, a reminder that most membership fees are due at this time of the year. Don't let your membership expire and miss an issue of the *Model A News*!

Circle your calendars now for July 12-16 and make your hotel reservations for the 2026 MARC National Meet in French Lick, Indiana. 894-241-8391. Driver Class judging standards have been updated and are available to download at modelarestorersclub.org. Plan to enter your Model "A" in the judging!



UPCOMING EVENTS

- Jan. 1** **Snowflake Tour – Meet at 9:00m Jamestown Settlement Parking Lot**
Jan. 6 **9:00am - First Tuesday Breakfast at Capitol Pancake House, Wlmsbrg**
Jan. 17 **CVMAFC Meeting starts at 11:30am, followed by Soup Kitchen, Edgehill Community Center, Yorktown**
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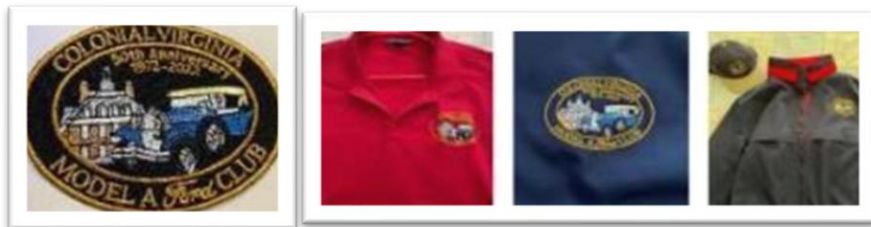
CVMAFC 2026 DUES INCREASE

Our annual dues has increased to \$40 per family. Please send your payment, made payable to the Colonial VA Model A Ford Club, to Treasurer, Rick Morgan, at 213 Artillery Road, Yorktown, VA 23692.



CVMAFC Website, Radiator Medallions, Clothing Patches and Window Decals

Visit our website at <https://cvmafc.com> to find more information about our Club, including upcoming events, past events, and a portal through which potential members can contact us. You can also purchase CVMAFC Anniversary Patches (\$10), CVMAFC Enamel Radiator Medallions (\$10), and CVMAFC decals (\$8) from Club member, Carl Carlson.



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For DESCRIPTIONS See OPPOSITE PAGE

Smart Ripple Collars

3⁹⁸

3⁴⁸

3⁷⁵

3⁹⁸

2¹⁹

4⁹⁸

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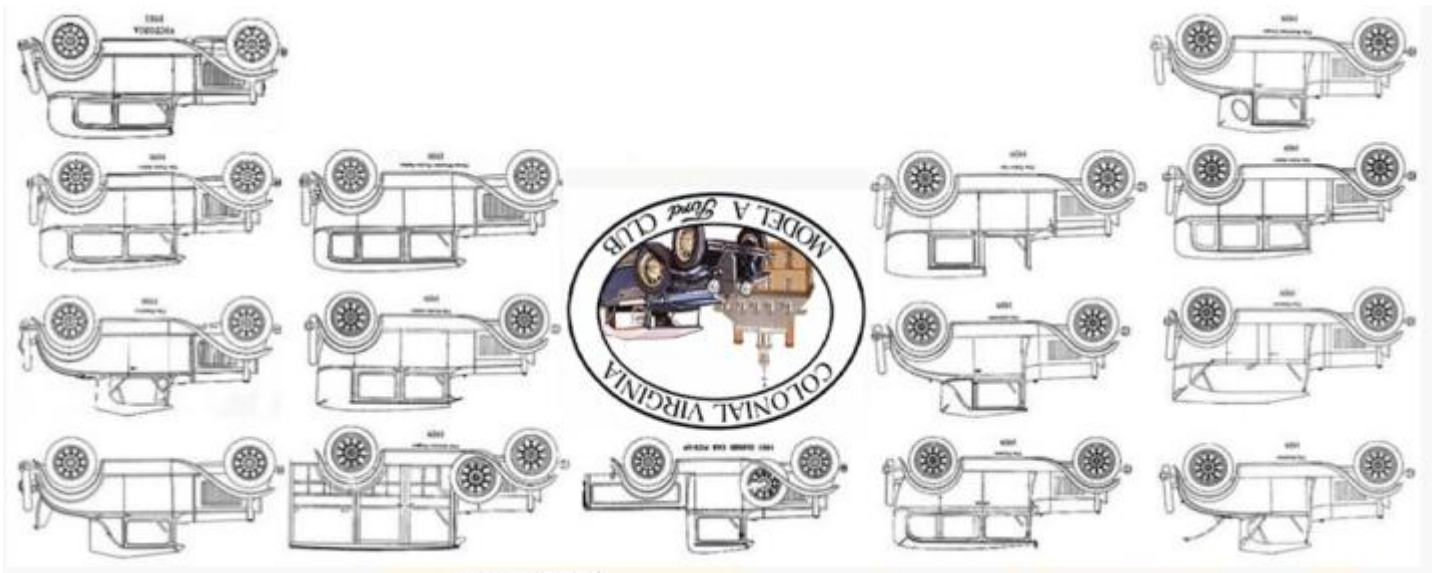
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January 2026

