

The Ford Script



Vol. XXXVII

July 2016

No. 7



This station wagon is one of the finest Model A that I have ever seen. Woody Williams
John Leydon with his beauty.



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

The Ford Script



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

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

Chapter members are encouraged to belong to both MAFCA and MARC national clubs. The chapter Web page on the Internet may be accessed by:

www.gwcmodela.org
Web Master: Greg Shepherd

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Copy for THE FORD SCRIPT should be e-mailed to the Editor to arrive by the Monday prior to the first Wednesday of the month to: kesedeme@aol.com

Next deadline: Saturday, July 30th

GRAY WITH AN A



Like a Fine Swiss Watch.

Did we Sully or what?

Nearly 400 cars were on the field, and nearly 10% (38) were Model As parked in front of the mansion. Our own Bob Clubb's marvelous Model T Ford Paddy Wagon was the Sully Staff's pick for next year's dash plaque. Jason Cunningham's buddy, Rick Heyer, of the Baltimore club, brought his Model A Ice Cream Truck (one of 5 known to exist) down from Maryland to give away ice cream to the kids. I offered to direct him to his

spot in the "Displays" area, but he wanted to be with all the other Model As. Greg Shepherd and his family-staffed refreshment booth sold over 500 bottles of water and 800 snow-cones; Greg tells me he did it with the able and just-in-time assistance of Hunter and Rosa Fanny, both of whom gave much more time than just a two-hour shift. We had the second highest gate revenue in the past 15 years. Our Youth Development Chair, Tom Quigley, awarded scholarships to 5 well-deserving young men and women. All great things. And did I mention the weather?

Chairman Bill personally scheduled some of the best weather we've had in years. Bill and his committee built it, and the crowds came.

Jason Cunningham, our Parade Leader, has written a great article about his trip home. You'll find it later in this issue. And James Kolody, our Vice President, jumped to the rescue of our still-getting-well Benny, and there's a bit about that as well. Meanwhile, on the far side of the show field, Robyn Smith, Sharon & Benny Leonard's daughter, was kept busy for hours parking the foreign cars.

As I read the names for the nearly 80 trophies, I realized how many of these fine owners - and their cars - I know. These are our repeat customers, folks, and I could see from their faces that they were enjoying this "Sully Day" as much as we were. Those fellow car hobbyists are our future, and from what I saw on Father's Day, our future is bright, indeed! To prove my point, here is one note I've received about the show:

Jim,

I attended the Sully event again on Father's Day. I have an MG. It is a great event and I enjoyed the show. I just want to say "thank you" to you and other people in the club who are responsible for putting on the event. It's excellent.

Sincerely, Milton Babirak

I had the good fortune of judging Milton's meticulously restored 1951 MG TD on Gary Kitson's team with my daughter, Jaime Gray Nelson this year. Like many of the cars, as Bill mentioned in his remarks at the awards ceremony, Milton's was one of many incredibly fine cars our judges evaluated this year. The three of us were very picky in finding deductions, yet it still got 95 points. And here's the message: America was built on competition. Only competition makes us work to improve ourselves, our cars and our hobby; only judged shows like ours provide the opportunity for these car lovers to get valuable constructive feedback on how they are doing in this competition. Like Hunter Fanny's '29 Special Coupe, Milton's car was very possibly better than when it was new. And I ask you, what's wrong with that?!

GRAY WITH AN A (Cont.)

If you were able to hear us during the award presentations, you would have heard some of what makes this club of ours so great. When I had the pleasure of presenting Edna Cross her first-place trophy for her beautiful '31 Phaeton, she asked for the mike and graciously thanked the late Chuck Shaw and Clarice Shaw for restoring the car and for maintaining it in its near-perfect condition. When I later had the pleasure of giving John Leydon his well-deserved trophy for his '30 Station Wagon, he asked for the mike and thanked the late Marvin Myers for all his earlier work on the car John now calls "Baxter."

About the only sad note was the fact that Barbara Ziman, our long-time Sully point-of-contact, is retiring... and this was her final show. Our Model A "Artist-in-Residence," Stan Johnson, created a wonderful pen-and-ink sketch of the Sully front lawn, adorned, as it should be, with Model A Fords for a unique gift for a unique and incredibly important person in making Sully work so well for so many years.

I had the opportunity to attend not only the Sully walk-through on Tuesday the 14th, but the set up day on Friday the 17th as well. I got to see Tom Terko and his team (Bill Benedict; Phil Roche; Scott Leaf; Gil Beckner; Mike Abrams; Ned Rupp; Gary Gaul and Jeff VanGorder) lay out and set up the Old Car parking areas. Once Tom's team got the field just so, based upon Bill Benedict's information about pre-registered vehicles, Woody Williams was able to tweak the site map and make copies of it for both those parking old cars and for Dan and Donna Lyon's Information Booth volunteers to use on Sunday. Meanwhile, Paul Gauthier and his team (Clem Clement; Tom Quigley; Stan Johnson; Al Iagnemmo and Scott Williamson) laid out and set up the Flea Market area.

I want to thank Bill Worsham, the Meet Chairman; Woody Williams, the Chief Judge; Bruce Metcalf, Flea Market Coordinator; Andy Jaeger, who ran the Car Corral; Bill (and Carol!!) Benedict, who ran car registration for us. I also want to thank Benny Leonard, who was in charge of Displays; John Dougherty who handled trailer parking; Greg and Laura Shepherd who ran the always profitable Snow Cone and water booth; Dan & Donna Lyon, who ran the Information Booth; Loretta Metcalf for helping to sell pins; and Laurel Gauthier for making sure help got to where it was needed. And a special thanks to Gil Beckner for handling the trophies – before, during and after the show. It was especially gratifying to hear how clubbers like Billy Jaeger, Mark Kuklewicz, John Leydon, and James Kolody (and many others) were going the extra mile all over the field to make sure things worked; and to hear stories like how Roger Thiel jumped in and shepherded early show cars until Wayne Parker could take over. Now THAT'S initiative, and each of those individuals personifies why Sully runs so well.

The key, of course is that each of the disparate elements of Bill Worsham's committee knew just what to do, and each element performed its task extremely well. Bill's job was to keep everything synchronized to make Sully run. And boy did it run well this year... like a fine Swiss watch.

Jim

FROM THE ASSISTANT EDITOR

The Sully show certainly was a big success and the stories of the trials and tribulations afterwards will be told for years. I had a boilover in Aldie on the way back to Berryville. The radiator seems to be as sensitive to too much water as a bit too little. I topped it up from the gallon jug I carry and continued on. Lesson learned: check the level! I need to tackle my brakes to eliminate the shudder it gets; they were so nice for quite a while.

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting June 22, 2016

Call to Order. The June Board meeting was called to order at 7:10 PM by President Jim Gray at the meeting room of the Red, Hot and Blue Restaurant in Fairfax, Virginia.

Attendance. Board Members present included Jim Gray, James Kolody, Doug Tomb, Milford Sprecher, Howard Minners, Bill Worsham, Greg Shepherd, Benny Leonard, Bill Sims, Tom Quigley, Jerry Olexson, and Stan Johnson. Absent was Bruce Metcalf. A quorum was present.

Minutes of the May 25th meeting were approved by Board Members prior to being published in *The Script*.

Treasurer's Report Jerry Olexson provided a detailed handout showing the status of the 2016 annual budget, comparing the predicted income and expenses with the actual performance. Partial results of the recent successful Sully Antique Car Show were included in the tally. Partial income from the show is nearly \$10,000, with income from the food vendors and several other activities yet to be added. The total should be close to the amount of income proposed in the original 2016 budget.

OLD BUSINESS:

Sully Committee Report. Bill Worsham presented a summary of the recent Sully show. He reported that the 2016 Sully Antique Car Show was one of the better shows in the long history of this primary club activity. There were 366 show cars, 27 cars for sale in the Car Corral, 53 vendors in the Flea Market, and an estimated total crowd of 4,000 to 5,000 based on paid attendance and show car passengers. The Sully Historic Site staff was very pleased with the results of the day. Our primary point of contact with the Sully staff, Barbara Ziman, is retiring and some members of our club plan to attend her farewell party at Sully. Bill presented Barbara with a pen and ink drawing of Model A's at Sully during the ceremonies at the end of the day as an indication of our club's appreciation for her work on our behalf. There were many people to thank for their hard work on the car show, for example the Shepherd family serving over 800 SnoCones, Bill and Carol Benedict smoothly handling car registrations, and the judges and flea market staff. Our thanks go out to all who made it a well-oiled machine from the first vendor arriving at 5:30 AM to the last car leaving after 4 PM. Thank you all!

Scholarship Chairman Tom Quigley stated that the scholarship awards were made to five students during the Sully ceremonies at the end of the day.

Amiee Beardmore –	College of Southern Maryland -	Sponsor: Bill Beardmore
Mathew Garvin -	University of Virginia -	Sponsor: Wayne Parker
Elizabeth Shepherd -	University of Delaware –	Sponsor: Greg Shepherd
Anne Zaborowski –	University of Maryland –	Sponsor: Stan Johnson
Vivian Zadnik -	Christendom College of Virginia –	Sponsor: Val Zadnik

The group of applicants were composed of outstanding students all deserving of a scholarship but only five awards were available. Our best wishes for continued success to all the applicants.

FROM THE SMOKE-FREE ROOM (Cont.)

Report on Club Trip to Model A Museum. Stan Johnson reported that eight people have signed up for the pending trip, which will take place in modern cars. It is a four day event, with flexibility a key feature. People wanting to modify the primary schedule are welcome. For example some may want to extend their trip to the early Ford V8 Museum or the Ford Museum complex at Dearborn, or include the museum visit as a part of their family vacation. The basic tour will have the individual cars traveling to the museum area on Friday, August 19, stay overnight in Battle Creek and visit the museum on Saturday and Sunday, then returns to the DC area on Monday, August 22. A flyer will be produced to advertise the details.

By-Law Revision Committee Appointment President Gray stated that he has appointed an additional member, Jason Cunningham, to the by-laws revision committee to recommend minor changes to accommodate advancements in technology, such as the ability to communicate via email and electronic remote meeting technologies.

Joe Thoma Memorial Brick Stan Johnson reported that the engraved brick application has been sent to the Model A Ford Foundation and will be included in a bulk order which may be in place at the Model A Museum in time for our Club Trip in August. The inscription lists Joe Thoma as President of the George Washington Chapter of MAFCA and the Mount Vernon Region of MARC. It will be placed under the canopy of the filling station that is a part of the museum along with over a thousand other memorial bricks.

Programs . Vice President James Kolody reported that the July program will be the annual outdoor flea market. Plan now to identify and bring your large items for the swap meet on July 20th. The August program will be a presentation on KR Wilson tools, including purpose and usage procedures. The September program will feature explanations of the Model A Ford electrical system and trouble-shooting techniques. James is also searching for a candidate wireless microphone system for club use, as authorized in the 2016 budget.

Activities. Doug Tomb reported that the Jaeger post-Sully picnic will be this Saturday at the Jaeger home in Woodbridge. Other near term activities include the Museum trip in August, and the Warhurst picnic in September, the exact date of which is being coordinated with Billie Warhurst. The Silver Diner car shows are slated for July 16 and August 6. Members are encouraged to participate. The first show was a big hit with 19 cars of various makes were displayed. The John Leydon led tour of the Oak Hill facility is on the calendar for October 23.

Membership. Chairman Greg Shepherd reported that all but 20 members now get their monthly Script newsletter by email. Membership rosters have been handed out to members where possible, and the rest will be mailed in the near future.

Editor Bill Sims announced that the deadline for the next issue is Wednesday, June 29. The July and August newsletters will be produced by Bruce Metcalf, Assistant Editor.

National Club Liaison Chairman Howard Minners pointed out that the MARC National Meet this year will take place next week in a suburb of Toledo, Ohio, well within reasonable driving distance from the DC area. The 2017 MARC meet will be held in Gettysburg, PA in late July, making an easy drive, possibly in antique cars.

FROM THE SMOKE-FREE ROOM (Cont.)

NEW BUSINESS

2nd small parts day Consideration is being given to having a brake testing and adjustment day.

Life membership Only one nomination has been received and the action will begin soon on evaluating the submission.

ADJOURNMENT

The meeting was adjourned at 8:35 pm

Stan Johnson, Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

Sully '91 was over. President Jerry Breedlove said in his Ford Script President's Corner column, "The Sully Committee met on June 12th after the show to discuss problems encountered at Sully. Bill (Worsham) has been working with the Fairfax County Park Authority on ways to improve Sully next year". Bill said, "We now know what we have to work with at Sully and hopefully we can work with the Park Authority to make some needed improvements. More land will have to be cleared for public parking. More help from the County Police Department is needed and the park people will have to rethink their method of collecting money"... But wait, things weren't so bad after all. 445 cars registered, 105 flea market vendors, and 63 cars in the car corral, added up to it being the best profit made in all the years up to that date!

The MARC 1991 National meet in Indianapolis had been well attended by our fellow club members. Overall attendance took the local host chapter by surprise, requiring some fast shuffling for more hotel rooms at the last minute. Two Model A caravans from our area went to the meet. One group consisted of the Lebkickers, Puscherts, Rosamonds, Springers, and Kraffts. The second group was made up of the Benedicts, Pearls, Sawyers, Sensabaughs, Joe Trent, and children and friends of assorted ages. The Minners attended to, in modern iron.

Judging was on Wednesday, and Millard Springer, Jim Scheidel and Craig Sawyer all helped with the judging. A treat after the mandatory tour was the opportunity to make a lap around the Indianapolis Speedway in owner's Model A's. All member's Model A's performed beautifully on the long trip and no major mishaps or breakdowns occurred.

On this date 25 years ago the chapter welcomed Francis Shoemaker to the club. He's continued being a member to this date. Congratulations Francis!

July '91 was a big month on the "For Sale" page of the Ford Script, with no less than 10 cars offered, of which just three were Model A's. There were two other Ford products though, so it was not as bad a mix as found some other times. Best of the non-A's was probably a '71 Olds Cutlass Supreme Convertible. At the other end of the spectrum, how about a pair of lame Fiats?

Dave Henderson

Sunshine Report

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



Keep the following people and their families in your thoughts as Sharon and Benny Leonard, Jim O'Neil, Sandy Clement and Andy Jaeger need our support right now for health concerns. A quick email or a note goes along way.

Website Report

Sully was a resounding success. And I posted a few photos to our website to show the fun people were having and the cars that showed up. As always, I will take more. Just email me your photos and I'll get them posted for the entire club to enjoy.



Membership Report

I'm happy to report that we have 1 new member join the club this month. Welcome!

He came to the June meeting after helping out a member with their car.

William M. Gentry
7308 Byrneley Lane
Annandale VA 22003
(C)703-881-8823
BillyG4410@yahoo.com
1930 Coupe



Club Rosters are in and hopefully everyone got theirs as they were sent a few weeks ago. If not, drop me a line as I have a few extras and can get one sent right out. Hope everyone enjoys the added information as I believe this is the biggest roster we have had.

SULLY 2016

IT WAS A BEAUTIFUL DAY

A beautiful day with beautiful cars and beautiful show grounds made for a great cars show. When I arrived at 7 AM there were already several cars on the show field, in fact, one as early as 5:30 AM. The cars kept coming and coming until we had 366 on the show field and 27 more in the car corral for a total 393 cars. Combine that with 50+ flea market vendors, it made for a great show. The general public came at record pace, setting a record for the paid gate.

I would like personally each and every member who helped make this show a success. It was truly a team effort. We have a group of dedicated members who always go the extra mile to get things done.

Congratulations on a job well done.

Bill Worsham
Annual Meet Chairman

SnoCone Report

Everything I have heard is that Sully was a resounding success. Big shout out to Bill for running the entire show and dialing in perfect weather. I heard records were broken for attendance while car registration was up, too. I know we at the Sno*Cone booth had records for water sold (over 500) and cones made (near 800!). A few pictures below highlighting scholarship winners and Barbara receiving our club's thanks plaque for her many years of service and will be missed.



SULLY (CONT.)

MODEL A MUSINGS

They say a Model A is like a woman – after a while you begin to have a deep relationship with the old girl and know her every shake and rattle, her strengths and weaknesses, and good days and bad, and hopefully, you'll care for her with love and finesse regardless of her mood. Sunday was one of those days.

The sunny Sunday of Sully was a simply spectacular day – very warm, but not too humid, and actually quite pleasant in the shade. I was a little wary of driving the old girl down the hour and a half to Sully Plantation since the last time I took her out, she sputtered and complained the whole drive back. However, I enjoyed one of the most pleasant, mechanically rock-solid drives I'd had this season. Perfect!

Once at Sully, I had the joy of judging a class of Model A's with Jim O'Neale – boy, did I get an education! Thanks to Jim Gray's two-year-long investment in me, I had all the ground work in place to engage with Jim, and learn even more from him about how to judge a Model A. It was a pure delight to study in detail so many excellent cars.

Many of you were there, so I won't bore you with all the fun we had talking with other club members, viewing the cars, and enjoying some excellent food!

One highlight for me was catching up with Rick Heyer from the Baltimore club who drove down his 1930 Model A Ice Cream truck – one of four in the country! You should have heard the number of people stopping by trying to buy ice cream!

However, things really got interesting on the way home.

I was waiting in line on the tree-lined drive leading to White's Ferry, I noticed another Model A pull up behind me. It was Hunter Fanny in his immaculate, Henry Ford Award-winning 1929 Special Coupe. We chatted for a while waiting for the Ferry to return.

Finally, it was time to board. As the long train of cars snaked their way down to the river and onto the ferry, I noticed one car wasn't moving. It was Hunter's.

At this moment, I thought of the many times Benny Leonard had stopped to help me diagnose a problem with my car when it died in the Cherry Blossom Parade. There always seems to be an unspoken principle in the brotherhood of classic car owners that you never leave a compatriot behind. Benny has modeled that so well that I knew I had to follow his example. (Plus, I had just been a car judge, so I was feeling especially confident in my Model A knowledge – which is just enough to be dangerous).

We managed to push his car down the road to a little gravel pull-off in the shade, and assessed the situation: He had plenty of fuel, but when we checked the spark there was nothing. This led both of us to the conclusion that it must be either a coil or condenser issue. We felt the coil – it was extremely hot.

I once had the flu, and was running a temperature of 104.2. When the next reading came back at 106 (although that accuracy is a tad questionable). My nurse sister immediately recommended a cold bath and wet towels. She probably saved numerous brain cells if not my life with that advice.

Legitimate or not, I recommended the same thing. I had several gallons of distilled water in the trunk for the radiator, and Hunter had a roll of towels, so I suggested we dab the coil with a moist towels to cool it off. After a few minutes of nurse-like mechanic work, we hit the starter again. It sprang to life!

Unfortunately, my Florence Nightingale inspired solution didn't last long. Halfway across the river on the Ferry, Hunter's car (now hot again from idling for so long) conked out again.

MODEL A MUSINGS (CONT.)

This time, we were in a predicament. I drove off the ferry, and parked nearby to walk back to assist. With a short line of cars stacked up behind Hunter, the car refused to start. It would have to be pushed off the ferry, and up the almost 30 degree slope of the ramp running up the bank to the road.

This would require some significant manpower. Thankfully, we weren't short of willing volunteers. A small mob of ferry operators, and nearby fisherman, cyclists and hikers soon surrounded the car and, with a running start, pushed the car up the hill to safety. Hunter and his wife Rosa decided to let the car cool down, and enjoy snacks and ice cream from the White's Ferry shop. I'm told from there they made it home safely with no further trouble. Now I'm not married yet, but one thing I've always heard from folks who have been married for decades is that, when life seems too hot to handle, a little love, patience, and perseverance through thick and thin and through good times and bad, will usually see you through. A cool, wet towel can also help, when necessary.

Jason Alexander

The Trip Home From Sully

Well, I won a first place for my car at Sully, which was exciting and unexpected, but the car did not perform in a first class manner on the way home.

I followed Mike Abrams in his great 1930 AA truck home, but the car started backfiring and losing power on the trip home. First stop we checked timing, points, rotor gap and fixed all of that was out of whack. Gas was dripping from the carb, too. The problem persisted. The second stop was for Mike's truck that needed water. He has a leaking water pump. While pulling away from there, the car was acting up and checked and the GAV was not tight into the carb. Took care of that. Problems surfaced again and stopped in Vienna to check the float. In removing the carb, one of the ears on the intake manifold had broken off. So that was the bulk of the problem. I was ready to call AAA, but Mike was undeterred. He put the carb back on with a piece of copper gasket in the break, sealed the gaps with RTV and wrapped electrical tape around the carb/manifold connection. Thankfully, we made it the rest of the way back to MD with nary a problem. It started backfiring again, but I just opened up the GAV to provide more fuel and the problem went away! Remarkable!

Milford Sprecher



SULLY (CONT.)

Vice President James Kolody Saves the Day

As we exchanged emails about Sully, one especially gratifying note came in from Benny Leonard:

“James Kolody saved the day. My grandson Zach and I started to Sully driving the Bootlegger [this is the coupe Benny has spent the last 6 years restoring]. We stopped for gas and the starter would not turn the engine. Zach push started me and we made it to Sully. This is when James showed up. I told him we had a problem with the starter. Before I could say “no,” he had pulled the starter and found the problem – a missing bolt. Then the hunt was on for a starter Bendix bolt. Tom Quigley came thru with the correct bolt and tabbed washer. James put the starter back in and it started.

What a great club.

Benny”

That says it all, Benny. An able and willing mechanic and a friend who packs all the spare parts we suggest in our roster. Thanks, James, and thanks Tom. You’ve epitomized what it means to be in the GWC!

Jim



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Scholarship Winners

The Scholarship winners deserve a special mention and congratulations to all!

Amiee Beardmore –	College of Southern Maryland -	Sponsor: Bill Beardmore
Mathew Garvin -	University of Virginia -	Sponsor: Wayne Parker
Elizabeth Shepherd -	University of Delaware –	Sponsor: Greg Shepherd
Anne Zaborowski –	University of Maryland –	Sponsor: Stan Johnson
Vivian Zadnik -	Christendom College of Virginia –	Sponsor: Val Zadnik

SULLY (CONT.)



SULLY (CONT.)



Model As at the 50th Anniversary of the Gulf Branch Nature Center, Arlington, VA

After several discussions over a few months with Duke Banks, the organizer of the 50th anniversary celebration of the ribbon cutting at the Gulf Branch Nature Center in Arlington, VA, show time finally arrived on Sunday, June 12, 2016.

Doug Tomb and I had been recruited to carry State Senator Barbara Favola; County Board Chair Libby Garvey; and three actors representing Charlie Chaplain, Rudolph Valentino and Pola Negri, all of silent film fame.

Both Senator Favola and Board Chair Libby Garvey rode with me in Ruby, while the re-enactors rode with Doug in his right-hand-drive Phaeton. Libby confessed that she LOVED riding in my rumble seat!



GULF BRANCH NATURE CENTER (CONT.)



After a wonderful arrival, the re-enactors began their job of mingling with the celebration crowd, and Doug and I assumed the role of waiting drivers.



After the requisite speeches and proclamations, Senator Favola and Board Chair Libby Garvey cut the ribbon. After the cake cutting and some grand period music, the principles gathered for a final shot together, and Doug and I headed home.

It was a fun day and a fun way to add Model A color to another local community activity. Thank you for the invitation, Duke. And it was great to see you at our Sully show on Father's Day.

Jim

(photos by Kathie Gray and Duke Banks)

JAEGER PICNIC

For the Jaeger Picnic, it was a beautiful day, a spectacular setting, and a good gathering of Club members. It was a suitable reward for the Club members who put in all the hard work of making this year's Sully another Success! I thought the food, and all the extra dishes, and deserts were Great (including an ice cream cake). Glad we had two beautiful Model A's there too. If we are only going to have a couple, it might as well be the Best.

Doug Tomb



Andy & Ellen Jaeger, Laurel Gauthier, and Phil McCormick



The group that followed the shade.



James Kolody, Laurel Gauthier, Ellen Jaeger, Bill Worsham, and Jerry Olexson



The Model As at the picnic, driven by John Leydon and Jim O'Neale

FAIRFAX CAR SHOW

At the Fairfax Car show, my daughter Robyn and I received 1st place trophies, she in the 1963 VW and me in our 1930 Model A Coupe.

Benny Leonard

RIDING THE J

I really don't know where to start on this epistle. Being on the J-611 team the last two years means riding 3 tours with her last year, Going to Roanoke for a donation presentation to the VMT, preparing and riding three more tours this year bolsters one of my fav lines: "It don't get no gooder'n this."

Sandy and I and the others on the J team gathered in the Manassas rail yard at zero six 30 Saturday morning with our yellow hosting vests on and our excitement meter in full buzz. Very little sleep the night before for us. There in front of us was the J; barely breathing. Just gurgling, letting off steam from many a vent, having valves breathe little, curling black smoke skywards and being alive. She is like a prize fighter in the preflight locker room, conserving energy yet exhuming strength and power with every breath. I truly love being in the presence of the J as she talks about great rides in the past, shows of her new-to-her front truck made up of replacement wheels found in the Carolinas, redone and modernized system of oiling the wheel flanges to help the truck in the turns and I can feel her anticipation of the ride coming up today. She truly looks like she is doing 90 standing still.

We board at the Commissary car (Paul Revere): only portal open to this 21 car monster for her staff.

If you don't know what the J looks like or want to see videos about her trips, go to Google and type in J-611 and you will get a flood of great photos. <http://fireup611.org/> is the site. (J611 is a HP product and that ain't what I'm talking about.)

<<http://fireup611.org/the-nw-class-j-611/>> is the J-611's history

<https://www.facebook.com/groups/341241205949682/> is the J Fan page on Facebook

She will stir your heart as she passes by!!

Part of the host's job is the safety briefing before we roll. We are provided an excellent script. Our passengers seemed most interested and certainly minded their manners on the trip. We moved some from car-to-car as one was too hot or cold. A young man had an ear problem as he could not stand loud noises. He came into our car and a nice gent gave him his window seat. One lady with two kids wanted to be in my car as I was cuter

RIDING THE J (CONT.)

than Jim Gray... At a stopped time while we waited for another train to pass, I figured I would entertain my car with some mighty fine elephant jokes...I was voted off the car. How did the elephant

Some woman customer would ask during the day's trip why she is a woman?? Golly: mysterious, strong when needed, leader with a purpose, protector, careful of her charges, sexy looking, fire within her, maroon strip, power attitude yet gentle with her enormous power. To old Clem: hurricanes, planes, boats and trains are almost all female. So sue me...

Jim Gray, Sandy and I found our cars: Jim in NS 47(Louisiana) and Sandy and I in NS 44 (Florida). We inspected our car checking for emergency equipment, made sure there was drinking water and the proper brochures in every seat and found things in fine order. Our Swiffer did not work, but the car did not need a wipe down.

Saturday we had Cliff Green, Jim McDaniel, Jim Gray and Sandy and I on the train. As soon as the consist inched forward to the Manassas railroad station, I went forward to the door on the Paul Revere that was to be open for boarding. I had been selected as a member of the boarding team (3 personnel are required to do the job per door.) Customers were lined up in alfa order by height on West and Battle streets. We could see the National Capital Trackers Module train club setting up their layout as we went by the Manassas pavilion. Everyone had a boarding pass and quickly and safely climbed aboard and headed for their cars. Seats were not assigned in coach class. We pushed back to the Manassas Wye and turned around (Why do we need a wye?...) Then it was rolling south thru Gainesville and the new tunnel and on thru the beautiful countryside. The J was awake now and we felt her shoulder the task ahead. Every hillside, crossing and wide spot had fans waving and taking photos. We felt like Kings and Queens. (Part of my en route briefing was to teach proper wave technique to tour riders. None of this thrashing of the hand in front our faces. We were us and the folks along the way need to see how cool we were and regal looking riding the J.)

We served sweet rolls on the way down. Snacks and drinks and memorabilia were available in the commissary car as well.

All too quickly we were at Riverton Junction in Front Royal backing over the railroad bridge over the Shenandoah River near the North Fork of the Shenandoah River. We were turning around for the run home.

We cruised into Manassas Station after waiting for an Amtrak to stop on her way north. Somewhere another Amtrak rolled thru north bound as well. We could see the huge crowd attending the Manassas Railfest days. Oh, VRE came by as well. They have priority over us.

RIDING THE J (CONT.)

Neato to see our NCT friends along the platform waving to us. After detraining, the J was decoupled and remained in the station area for photo ops. We were dieseled back in the yard where we cleaned everything and prepared for two tours the next day. Then it was find the designated exit, cross the rail yard and head for home happy and tired. Tomorrow will be here shortly.

Jim Waterman drove down from South Jersey to be an assistant host in our car for Sunday's two tours. Saturday night he got to see the old car show at the Silver Dinner. His stay was too short but so fine. Yes we did play trains at my home. He is building me a standard gauge J-611. I'm so excited. One of the cars will be NS 44 (Florida): the one we served in. Another will be NS 42, the one I served in last year.

Sunday morning came early for Jim Gray, Jim Waterman and I. Two runs were planned and went off very well. On the way back from the second tour it rained heavily. Sunday second tour we had eV-8ers Jane and Wayne Chatterton, Jim Gray and I on the train.

Wheel slipping was an interesting and scary process. Wet rails and an incline and such huge power make for slipping drivers. Our engineer was nursing the J's power and being so very careful. For some reason we had to stop before the hill climb south of Linden, VA. Once we stopped for traffic and another time we set of a track side warning for something hanging below the water car. I'm mixed up as to where these two stops were. Anyway when the loco slips, the shock jolt runs the length of the train. I understand there was concern about snapping a coupler. The jolts were quite noticeable. (If I had a martini I would have spilled it but alas, no booze on the J).

Folks came from as far as Wisconsin to ride the J. We met upstate New Yorkers, Pennsylvanians, Ohioans and many others. For me it was old home week. I sat down for a minute in an empty seat and chatted with a fellow beside me. He casually mentioned he needed to visit a train layout in Gloucester, NJ. Then he mentioned Brooklawn and I spiked. I asked how far was the layout from the Brooklawn double circle? He said just past it on the right. I was born and raised in Woodbury, 5 miles south. The next subject we discussed was cars and I showed him a photo of my Model A Ford. He showed the photo to his cuz in the next seat ahead of me and the cuz sez "Clem!!! Remember at the Annapolis train meet years ago you sold me a gray Lionel 400E once???" I said shyly "Does it still run?" He assured me it did. Then he said who is that familiar face in front of us? Jack Strange who joined in the chat. On Sunday we met a friend of Jim Waterman. A lady from the Drexel area of Philly was riding in our car. She sez she has chased trains for 30 years.

RIDING THE J (CONT.)

Coaling is a fascinating process. The J is a fussy eater. She needs a special mix of coal and she brings loaded hopper cars with her on trips. These cars sat in the yard waiting. The coal mix is part bituminous for quicker heat build up and anthracite for slower burning for the long haul. To refill the J coal tender one of the hoppers has a bucket rig mounted on the top edges of the coal hopper. This uses its bucket to shovel out coal from the hopper and dump in the coal tender.

Jim Gray saved a life today: Sunday morning, Jim got up a 4:30 am to start the day of two tour runs on the NS J-611 steam engine. The lifesaving event occurred about 7:45 pm. The car crews, mostly volunteers, were still aboard cleaning their duty stations and getting the consist ready to diesel out to Chicago to be pulled by the Ft. Wayne RHS 765 Berkshire of the Nickel Plate Line on a high speed excursion next weekend. Jim Waterman, my assistant car host, and I finished our cleaning car NS-44 (Florida, #15 in the consist) and carried some the cases of water remaining in our car to the commissary car (the Paul Revere, car #14 in the consist) and then proceeded off the train and up toward the J-611 to have a photo session. We were then heading out to our car, when an emergency flock of vehicles passed us and into the yard. It was only later that we heard the details of what happened and of the heroic efforts of Jim Gray and the two others as they came to the aid of a gentleman who collapsed in the train yard.

Jim Gray made several trips from his location in NS 47 (Louisiana) to the Paul Revere hauling extra water bottle cases on his shoulder. Then he joined the "bucket brigade" moving the left-over cases of water, soda, and juice, and boxes of non-perishable goods for transport to charitable organizations. All this after a long work day for all of us. The victim and others were trying to stuff water, orange juice, and soda cases into his truck when he collapsed and dropped within a foot of where Jim was standing. Jim immediately responded, quick enough that he got his foot under the gentleman's head before it slammed into the graveled road. Recognizing what was happening, Jim took action with CPR procedures he'd learned long ago. (He tells me he is still not sure how he did all this).

Yes, Jim you saved a life today. (He is very humbled by this experience and believes "things don't just happen by chance" He was meant to be where he was). The victim had had heart surgery before as evidenced by his scar. Jim started CPR, called for EMTs, checked his airways, NO breathing for the man, and no color in his face. Two other men with EMT certifications helped in due time to provide assistance, but Jim got the life-saving process under way, and saw that color had returned to the man's face. When the Manassas Emergency Crew arrived in a very short time they took over, and paddled him. When he could see the man's feet move, Jim instantly knew there was a chance. The victim was carted off, we all hope, to a successful recovery. We know that without Jim Gray's Air Force training combined with his great ability, the results could have been different.

RIDING THE J (CONT.)

Jim sez “I’m still processing all this... and with how busy my days are these days, it’ll take a while to get my arms around all this... What I remember the most now is the time warp I experienced. The 40 minutes or so I was with him seemed like 5.”

Well done, Colonel Jim Gray, USAF (Ret.)

Clem Clement
Colonel, USAF (Ret.)
Lead Car host, NS44 (Florida)

Post script: The gentleman who suffered the heart attack survived, and is in the hospital listed in good condition. The American Heart Association says “...that of the 350,000 people in the United States who will suffer a heart attack outside of a hospital each year; only 10% will survive.”

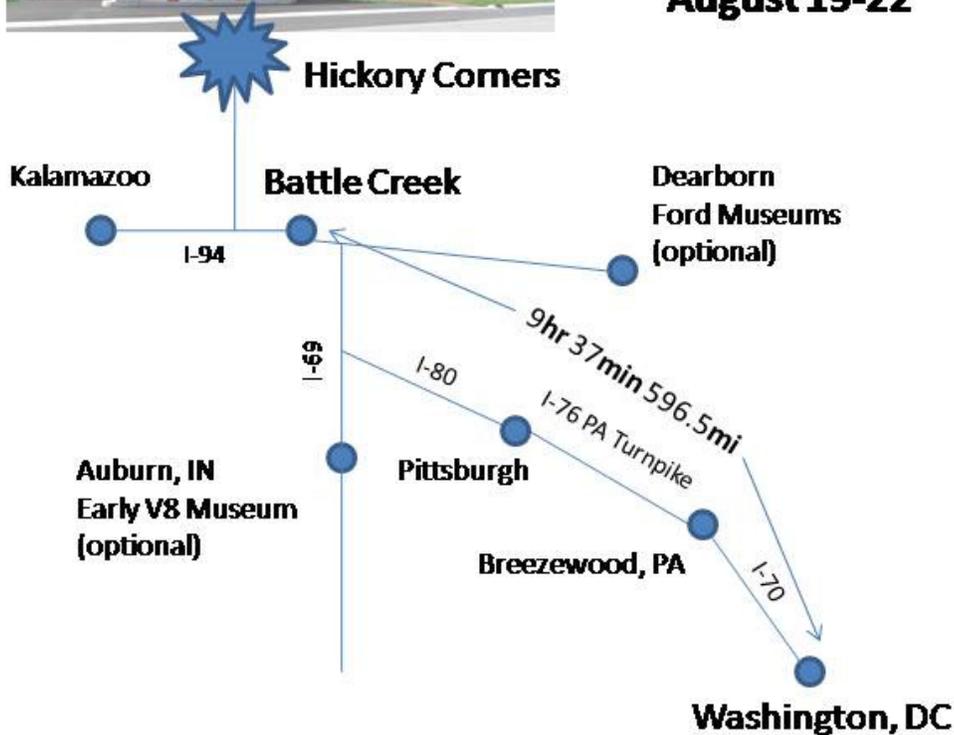
Sunday nite more playing trains at my home for Jim Waterman and I. The J rolled home on day morning. The next year’s J runs are in question; Costs, sponsorship, insurance, track wear and politics are the focal points. The J was restored right so she will be ready for many years to come. I truly hope we get to ride again in service on the J team. Proud we are to have been a part of the 2016 campaign of the J-611.

Clem Clement





George Washington's Trip to the Model A Ford Museum August 19-22



- Individual cars – carloads, singles, couples travelling together
- Stay three nights (Fri, Sat, Sun) in motel in Battle Creek
- Two full days at Gilmore Car Museum Campus including Model A Museum, Lincoln, Cadillac, Classic Car, Pierce Arrow, Franklin and the huge Gilmore collection.
- Signed up so far: Jaeger, Johnson, Henderson, Tomb, Shepherd, Quigley, Leyton
- Send email to Stan Johnson – fordyhorses@aol.com.



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COMING EVENTS [Club events are in bold]

JULY

July 4 **Independence Day Parade**, Washington, DC. Come down to cheer the GWC contingent on.

July 4 Fairfax 50th Annual Independence Day Celebration with parade and fireworks.

July 4 Shepherdstown, WV. Parade and Community Picnic.

July 13 Wednesday **CDC Breakfast**.

COMING EVENTS (CONT.)

July 16 Saturday,. **Free car show at the Silver Diner near Fair Oaks Mall!**

The manager, David Mikolajczak, offers **July 16** as the next date for his mini meets at his Diner, located at: 12251 Fair Lakes Pkwy, Fairfax, VA 22033. The show will be from 4 p.m. to 7 p.m. Each car driver will get a comp meal. David plans to have trophies for people's choice and best of show. We will have Model As, early V-8s, and "other": cars (Ts, rods, etc.) in attendance. The first show last month had 19 cars. I bet we beat that number this month.

July 20 Wednesday GWC Club Annual Outdoor Flea Market, at the American Legion Hall..

July 31 Sunday, **Missing Pie Man FOUND!**

Did you all miss the Pie Man at Sully as much as I? Well, he got a pass – this was his daughter's last Father's Day at home before college, and she asked that Dad stay home this year.

But there's an upside for all you pie lovers.

We've been invited as a club to participate in an event that includes driving your Model As, hanging out with the Model T crowd, AND pie. So right now, save **Sunday, July 31** as a Model A day. The event is to mark the placing of a commemorative plaque at the site of the Burke Race Track, which began operation on July 4, 2008. Details to follow via email and the web page. Check with Doug Tomb for updates.

AUGUST

August 6 Saturday 1920's Garden Party and Concert at Chatham Manor, at Fredericksburg & Spotsylvania National Military Park in Fredericksburg, Virginia. Contact Doug for further details.

August 10 Wednesday **CDC Breakfast**

August 17 Wednesday **Monthly Membership Meeting.**

August 19 - 22 Friday thru Monday - **Club trip to the Model A Ford Museum** at the Gilmore in Michigan. We will car pool up as a group, and spend two days touring all the museums at the Gilmore complex. An extended trip may be made to the Early Ford V8 Museum, and The Henry Ford Museum in Dearborn. Sign up at the Monthly Meeting in July or August.

SEPTEMBER

September ?? Labor Day Weekend Car Show at the Spring Hill Recreation Center. (Vern Parkers old show field.) Contact Doug or Jim for details.

COMING EVENTS (CONT.)

September 14 Wednesday **CDC Breakfast**

September 21 Wednesday **Monthly Membership Meeting.**

September ?? **Warhurst Picnic.** Plans still being worked out.

OCTOBER

October 4 - 8 Tuesday thru Saturday, HERSHEY, AACA Eastern Fall Meet.

October 12 Wednesday **CDC Breakfast**

October 19 Wednesday **Monthly Membership Meeting.**

October 23 Sunday **Oak Hill - the Presidential Estate of James Monroe**, in Aldie, VA. The George Washington Model 'A' Club and the Greater Baltimore Club to host a joint fall picnic on the estate grounds. Details at the August, September and October Monthly Meetings, or contact Doug for details.

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

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

**The *secret* behind the success of
Washington's crossing
of the Delaware in 1776.**



It helps explain our club's automotive affiliation via an Amphicar to George Washington, with an "actual photograph" of the event as proof. Too bad it is not a Model A Ford amphibious car.

Anyway, it is patriotic on Independence Day. Happy 4th of July!

Stan

WANT ADS

I will have Model A tools and restored stainless handles, caps, cowl bands, popouts and other items at the July flea market. I also have the following which I will bring if interest is expressed, (please call me); engine pans, new muffler, exhaust and intake manifold, seal beam adapters, rear hubs, '29 floor mat, front and rear springs, wheels, horn rods, '30-'31 stone shield. No junk. Lots more, just ask.
Dave Henderson 703 938 8954

Club Member Clem Clement, who can be contacted at clem.clement@cox.net or his full info is in our roster, has the following Model A items for sale which he can bring to the July flea market if there is interest. What are your needs?? Please response to Clem directly.

- four 28/29 rear phaeton doors
- Brakes drum hubs
- rear radius rods
- rear axle housings
- two Model A transmissions with bell housings
- Compete front end
- Lots of smalls
- New Front windshield glass: closed car.

Contact the webmaster webmaster@gwcmodeleda.org if you have something to sell/needed per our advertising guidelines
<http://www.gwcmodeleda.com/pdfs/AdvertisingGuidelines.pdf>