

The Ford Script



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Photo by Bill Sims

The parking ghouel guarding the cars at the Cross farm



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: billhsims@gmail.com

Next deadline: Monday, November 30th

FROM THE PRESIDENT



Dear Membership,

Well, they say that time flies when you are having fun. I must be having fun, because it seems like I was getting ready for Hershey a day or two ago, and it is now already November.

They even say that you have more fun when you are going someplace new and interesting. I've just done that too.

They also say that you have the greatest fun when you are doing all of the above with a group of good friends, and you are driving in your Model A Ford.

Wow, I just have to say that all these conditions were met just a week ago on the No There There Club Day trip. First we drove to John Leydon's garage (Wow), then on the Snickersville Turnpike (Beautiful), then we stopped to gather our strength along the turnpike (No There There), and finally we drove to the Crosses' Farm. And I did it all with other Club members, and we were all driving our Model A Fords (23 Model A Fords to be exact).

I think we need to do this more often. If you agree, just let Jim and Kathie Gray know, because they were the ones who made all this fun possible on the No There There Club Trip.

My favorite part of the tour was the visit to the Crosses' Farm. You name it, they had it—good food, good music, and plenty to look at. And, they have a Hill. That was the best part. I sure liked that Hill. Everything else was Great, but the Hill was the Best.

You see, it was time for us to go, and I pressed the starter on my phaeton, and
. Nothing. I mean, Nothing. I checked the battery connection, it was good. I made sure my cut off switch was on, it was. Checked the lights too, Nothing there at all. There was no question, my battery was dead as a door nail.

That is when the Hill came in handy. I just had to roll the car the right way (Jerry helped push), and down the hill I went, and the Model A started right up, and off we went back to Falls Church. I made it all the way home, too. And my battery was all charged up when we got home.

See what fun you can have with a Model A. Stay tuned for the next Club Day Trip. See you down the road,

Doug.

FROM THE EDITOR

I was sorry to hear of the passing of Joe Thoma. I only remember interacting with him once, when he came up to me at a meeting over 20 years ago when I'd brought my 10-year-old son to tell me how great he thought it was when members brought their kids to the general meeting. One brief encounter and I still remember it. That was the power of his presence.

Back in 2013, when the Club was celebrating its 50th anniversary and we were collecting stories from the early years of the Club, we reprinted a 4-page reminiscence from Joe that had run in The Script back in the '80s. It makes for some interesting reading. There's no room in this issue to re-run it but you can find it in the special issue we ran in November 2013 or you can go to the Club website to Newsletters and under 2013 click on the 50th Anniversary issue. Joe's write-up is on page 7.

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting October 28, 2015



Call to Order. The monthly meeting of the board was called to order at 7:04 PM by President Doug Tomb in the meeting room at the Red, Hot and Blue Restaurant in Fairfax, Virginia.

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

Minutes of the September meeting were published in *The Script*.

Treasurer Jerry Olexson reviewed the current budget status. He received an invoice for 2016 hat pins and it will be paid out of available funds in the 2015 budget and when the 2016 budget is developed it will include a line item for this expense. A motion was made by Jerry Olexson and seconded by James Kolody to approve this action. Motion carried. A discussion was held on the subject of moving some of the club's assets to a higher-interest bearing account. Jerry Olexson agreed to research that option and report his findings at the next meeting.

President Tomb asked for the following **Committee Reports:**

Activities Jim Gray reported that the "No There, There" tour up the Snickersville Turnpike followed by a picnic at Jim and Edna Cross's JEBRAA Farm was a great success. 23 Model A's took part in the event. There is a report that some participants found a Hard Cider Distillery at the "No There" location. Jim reviewed the planned events for the rest of the year and presented a draft of possible activities for 2016. With respect to activities for the remainder of this year, the Christmas Party will be held on December 5th. The Fairfax Station Train Show, with Model A's invited, will be held on December 5th and 6th, and the Brown Bag Gift Exchange Monthly Meeting will be on December 16th.

For 2016 the goal is to have a Model A trip to the National WWII D-Day Museum in Bedford, Virginia, and perhaps the nearby Virginia Museum of Transportation. Also tentatively planned is a 4-day bus trip to Michigan to the Model A Museum and other Gilmore museums (Lincoln, Cadillac, Pierce Arrow, Franklin, and Classic Car Club of America, in addition to the Gilmore Collection).

Programs . James Kolody discussed the programs for the remainder-of-the-year programs. Stan Johnson will present a program in November on the License Plate Toppers Collection recently donated to the Model A Museum, plus briefly discuss his recent work on synchromesh transmissions. December will be the Brown Bag Gift Exchange, which means members should start looking for a desirable gift in the \$20 range to put in their brown gift bag. The January program will be the annual indoor swap meet. Members are asked to review their "holdings" and begin setting aside workshop, parts and tools for sale at the swap meet on January 20th. Programs later in the year will include such technical topics as installing turn signals and the 2nd tail light. Also suggested was an "Other Hobby Night" or "Model-Model A's Night" where members could display their other interests and scale model toy collections.

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FROM THE SMOKE-FREE ROOM (Cont.)

Membership Chairman Greg Shepherd reminded all members to submit their dues for the coming year. The coming year will be one in which a printed roster is published, so prompt payment is needed to assure inclusion.

As nominating committee head, Greg provided a list of nominations for the various GWC Board positions for the coming year. The nominated board includes President- Jim Gray; Programs - James Kolody; Activities – Doug Tomb; Editor – Bill Sims; Assistant Editor – Bruce Metcalf; Secretary – Stan Johnson; Treasurer – Jerry Olexson; Assistant Treasurer – Milford Sprecher; Membership – Greg Shepherd; Annual Meet Chairman – Bill Worsham; Club Property Manager – Benny Leonard; Youth Chairman – Tom Quigley; National Club Liaison – Howard Minners.

Sully Show Sully Chairman Bill Worsham announced that the Sully Committee would have its initial meeting in the coming month to begin preparations for the 2016 Sully Antique Show.

Editor Bill Sims announced that the deadline for the newsletter this month is Monday, November 2nd.

Tool Chairman Benny Leonard announced that he is assisting Jan McNulty with the disposition of extra parts and other items following the passing of club member Ed McNulty.

National Club Liaison Stan Johnson read an email from Howard Minners urging people who plan to go to either of the coming 2016 MARC events (April 7-9 in Flint, MI, and June 25 - July 1 in Perryville, OH) to include a stopover at the Model A Museum as a part of their trip.

Old Business

Lifetime Membership. Bill Worsham volunteered to obtain the Lifetime membership plaque to be presented at the Christmas Party.

New Business

Bill Worsham and Dave Henderson discussed the recent passing of Joe Thoma, one of the founders of the George Washington Model A Club. Dave described Joe's energetic leadership, which took the club from about 10 members to 150 members in just a few years. Dave suggested finding some way to honor Joe's contributions to the club and its membership. Bill agreed to investigate possible honorary actions that could be taken.

Adjournment

The meeting was adjourned at 8:53

Next Meeting The board will meet on November 18 at the American Legion Hall at 6 PM before the general meeting. Similarly the December meeting will be on December 16 at 6 PM before the general meeting. The joint old and new board meeting is tentatively slated for January 9.

Stan Johnson
Secretary



THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1990)

President John Howell announced at the board meeting that survey results were in concerning establishing a group of technical committees, and the response had been positive. Selected as potential areas were brakes, cooling system, electrical system, engine, fashions, fuel system, interior and top, literature and accessories, power train, sheet metal and body work, starter/generator, and steering. Members were asked to sign up for a committee of their choice at the next meeting if they would like to participate. Curiously, painting was noticeably missing from the list.



Another questionnaire had been circulated, and its results showed the following; the average member had two Model A's, belonged to the club five to ten years, attended 80 % of meetings, and drove for 31 minutes to do so. They felt that the club should subsidize 50% of the club functions such as the Pig Pickin', Christmas Party, and annual picnic. There was little interest in having a club musical group, but a majority expressed interest in hosting a national meet.

With winter on the way, there was a discussion planned for the November meeting, to be led by Andy Pogan, on the subject of preparing for and driving the Model A in the cold months. In the same vein, Jim Cartmill's column in the Ford Script, with excerpts from the Service Bulletins, dwelled on winter operation. Owners were advised to; use "proper oil", use choke properly so as to get a quick easy start, and when parking at night use parking lights rather than leave bright lights on. Further, a readjustment of the generator charging rate was recommended. It was pointed out that at zero temperatures, the starting ability of a battery is reduced to one half of its normal capacity. Jim picked up an interesting inconsistency in the bulletins. The October '30 bulletin said NOT to use the ammeter on the instrument panel in re-setting the charge rate, but rather to use a "master ammeter". That contradicted the advice in the January '28 bulletin, which said TO use the car's ammeter.

It was nearing time for the Christmas party, which was to be held at the K of C hall in Arlington, with choice of Chicken Cordon bleu or New York strip steak prepared to your specification, and beer and wine, though not included in the \$15 per person tab. It was ok to "byob", and some did. The next day it would be off to the Chesapeake Beach Railroad Museum Car Show, that is, if one didn't over celebrate byob-ing the night before!

Dave Henderson

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CANDIDATES FOR ELECTIONS TO BE HELD AT NOVEMBER MEETING

Proposed 2016 GWC Board

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Assistant Treasurer	Milford Sprecher	Milford.Sprecher@gmail.com
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Club Property Manager	Benny Leonard	ben5@cox.net
Youth Chairman	Tom Quigley	tjquigley6@gmail.com
National Club Liaison	Howard Minners	minndax@aol.com

Appointed Positions

Concessions Chairman	Mark Kuklewicz	mark_kuklew@comcast.net
Historian/Archivist	Tom Quigley	tjquigley6@gmail.com
Librarian	Jay Melton	jmelton58@verizon.net
Sunshine Chairman	Greg Shepherd	shepman@gmail.com
Technical Advisor	Tom Terko	tterko@verizon.net
Webmaster	Greg Shepherd	shepman@gmail.com

Activities Committee

Tours	Doug Tomb	douglas.tomb@verizon.net
Picnics (2)	TBD	
Small Parts Day	TBD	
Train Day	TBD	
Christmas Party	TBD	
Parade Coordinator	Jason Cunningham	jjcunningham@gmail.com

SUNSHINE REPORT

If you or someone you know wants to be mentioned to the club, please drop me a line or another club officer. Please mention the Sunshine Report specifically so I know that it's OK to release. I can always be reached at Shepman@gmail.com or 703-476-6496.

MEMBERSHIP REPORT

David & Kathy Ault
2747 Viking Dr
Herndon, VA 20171
703-715-8444 (home)
703-901-2620 (cell)
dkault@aol.com

A new member family joined this month so please update your roster with the info. And welcome them to the club. They own a 1931 Deluxe Roadster.

And speaking of the roster, 2016 will be a year where we print the hard copy of the roster for all members to enjoy. It will have tips and other info for use while out and about in you're a, which leads us to.....

It's that time of year folks to renew your membership for the upcoming 2016 year. Please help me out this year and get your dues sent in early so I don't have to hound everyone.

Same rate as its been for years:

- Our standard membership is still just \$20 a year and requires an email address as that's the most efficient way to reach everyone.
- For members without email addresses, the dues are \$30 per year to help cover the cost of the printed Script. But of course, you don't get any of the emails about events, last-minute updates and other assorted items.

Please make your check to: George Washington Chapter and then send it to me at:

Greg Shepherd
3715 Brices Ford Ct
Fairfax, VA 22033



JOE THOMA

April 6, 1929 - October 7, 2015

Even if you've been a member for quite a while, you may not have known Joe, as he left the area over two decades ago. Those of us who are long-time members hold him fondly among our memories.

Joe's Model A involvement began when he obtained a '30 Town Sedan for a sum of \$ and an old rifle. Were for this to not have happened, what is now known as the "GWC" might be long gone. You had to have known Joe to understand how he ticked. Joe, a graduate in accounting, had mechanical skills and loved to fix things. He was a friend to all, a big powerful man, an organizer, and a visionary. Put these attributes together and you can begin to understand how he transformed the Model A hobby in our area. He became a "Model A Goodwill Ambassador" for our club, missing no opportunity to add new members to the roster on a monthly basis. The roots of our chapter, in one form or another, go back to the late '50's, but when Joe joined it was more of a "coffee (or beer) klatch" than a club, with a membership limit of 17. At the first meeting he attended, 5 members were present, which incidentally included stalwart member Andy Jaeger.

Joe became President in 1974, a result of nominating committeeman Bill Worsham's persuasion. His acceptance was based on 2 conditions: that the limit of 17 members be removed, and that Bill serve as his Vice President.

Astronomical changes were afoot. Joe continued enthusiastically recruiting new members. His proposal to hold a car show evoked laughter initially, but he persisted and it came to pass, with Jerry's Ford of Annandale co-sponsoring it in 1974 at their location. It succeeded, and by then the club's roster had jumped to 75 members. We were on our way! Interestingly, a call went out at about the same time for members to form a caravan to attend the 1974 Sully plantation Show. It was not our "Sully", but one co-sponsored with the Park Authority by the National Capitol Region, AACA.

Fast forward to 1975. Our second car show was held at Jerry's Ford again, this time with a flea market added, headed by yours truly. How did it fare? An estimated doubling of attendees to 4,000, 138 cars, and 38 flea market spaces sold! Our membership had risen to 101 members, and a funny thing occurred—AACA dropped out and did not hold a 1975 Sully show. We subsequently left Jerry's and, putting our hat in the ring, embarked on our own new show in '76, this time at Sully, with none other than Bill Worsham in charge. A Board decision was made to buy a Model A and raffle it in order to build funds for the unknown challenge: how we would fare financially with our new, hopefully bigger, show. Joe headed the raffle committee along with Gordon Sanford, and they incentivized members to sell, sell tickets. By March of the year, 10 members had sold over 100 tickets each, more than covering the entire cost of the car. The Sully Show has been ours every year since our first in '76, thus helping greatly in financing our very prosperous chapter's activities and bringing respect and recognition to our chapter. Had it not been for Joe, GWC likely would not be where we are today, if existent at all. Joe Thoma will be sorely missed by those who were his friends, and appreciated by all aware of his many contributions.

Dave Henderson

FOND MEMORIES OF JOE THOMA

I bought my first model A in October of 1971. I didn't know much about Model A's. I had heard about a club but also heard they had a seventeen member limit. I didn't know anyone in the club so I didn't pursue it any further.

One day my then 5 year old son came running into the house saying, Dad, Dad, there's a Model A in the driveway. Sure enough there was a battered looking '30 Town Sedan and out stepped this big guy wearing a cowboy hat. He introduced himself said he was heading to a model A club meeting and I was welcome to come along and join the club.

Joe's idea was to do away with the seventeen member limit and open the club up to anyone who had an interest in a Model A. Shortly thereafter the GWC elected its first board of directors. Joe was elected President. Joe would spend his weekends searching out new members and invite them to a meeting. The club started growing in leaps and bounds. I think we ended the year with 75 members mostly due to Joe's fine effort.

One day several of us were returning from a car show and stopped by Joe's house to see how his restoration was coming. Joe had decided to restore his car but didn't want to take the body off the frame. Some of us had other ideas. While Joe was inside eating his lunch we removed the body and set it on a couple of saw horses. When Joe returned to the garage he couldn't believe his eyes. After that it became a frame up restoration. That car today belongs to Andy Jaeger.

Joe moved to Colorado in the mid 90's but occasionally would come back to visit around Hershey time. It's ironic that several of us were talking about Joe at Hershey just last week only to find out later that Joe had passed at age 86.

The club is what it is today thanks to the efforts of people like Joe Thoma.

Bill Worsham



Joe Thoma (by Andy Jaeger) visits old friends at Hershey in 2010

MY FRIEND, JOE THOMA

In 1970, my workplace was transferred to a new location in Crystal City. It was there that Joe and I first met. I and he, a big powerful and friendly guy, found that we had mutual interests. Joe was soon to become owner of a Model A in non-running condition, which he had come upon and negotiated the purchase of. Being a born tinkerer with a love of fixing things, it was a perfect match. In time it became fully restored (with the "help" of several friends who removed the body, a fiasco you no doubt will be reading about elsewhere).

As Membership Chairman of what was to eventually become our George Washington Chapter, he began encouraging me to join the club. While I had various car interests, I didn't think I was ready then to branch into the Model A world. However, Joe persisted relentlessly and won me over. Since I lacked a Model A, Joe took care of that too, locating for me a '31 Victoria "barn find" (unfortunately without barn!). He helped me retrieve it, which required some considerable effort in preparing it to be towed and included the sorting and removal of miscellaneous items, mostly junk. Very fortunately, enough of it was piled on the roof, thus saving most of the body wood!

Among the treasures found in it was a curious, neglected double-ended Crescent adjustable wrench, a type neither of us had ever seen before. Joe took a liking to it and I insisted he take it. Working on it diligently, he soon had it shining and working perfectly. In the years that followed it was often his companion, pocketed along with a favorite jack knife.



We enjoyed taking an afternoon off now and then and hitting the road in his VW Microbus. Usually we aimed toward the boondocks, to scrounge for interesting stuff. He had an uncanny ability to sniff out hidden items of interest, once including a monstrous collection of Edsels! During one of these safaris Joe found a nice set of bumpers for his Model A and I picked up a good pair of headlights. Other trips yielded a steam whistle, a complete rear axle, and a collection of NOS Model A parts from obsolete Western Auto stock. Regardless of what we came back with, we always returned feeling better, it was our "fix".

My admiration of Joe never ceased, and when he moved away in the '90's we kept in touch. Our birthdays were in the same month, just a few days apart. There was always a call from one of us, wishing the other Happy Birthday.

Sadly, Joe suffered a stroke from which he never fully recovered. As an octogenarian he gradually slowed in other aspects as well. One day I received a surprise package containing some items I knew he had cherished and held closely. His objective was clear, to give away to me treasures he knew he soon would not be needing, as the clock was ticking down. Much to my surprise, included among the contents was that double-ended Crescent wrench! Knowing how much it meant to him it will always be coveted by me too, a cherished reminder of my old friend Joe.

Dave Henderson

ED MCNULTY, VETERAN, INVENTOR AND CLUB MEMBER



Janice and Ed McNulty celebrating their 50th wedding anniversary in 2011.

Edward L. McNulty, husband of Janice, a fellow club member, and resident of Midland, Virginia, passed away on Sunday, October 11, following a brief illness.

Ed accomplished a great deal in his 82 years. He was a Marine for 10 years before marrying Janice 54 years ago. He worked for IBM for 25 years, and later for the Kastle Greens Golf Course in Midland. As a Mason, Ed was a member of Dougherty Lodge #591, Free & Accepted Masons (F&AM), in Georgia and a member of the York Rite bodies. Ed loved living on his Fauquier County farm, his family and his hobbies. He was not only a Model A owner, but a pilot, an inventor, and a railroad engineer.

When moving to Virginia in 1971, Ed bought a farm in Southern Fauquier County and resided there until his death. This was a life-long dream and he was quite happy living "on the farm" for 44 years.

Ed's wife Janice was a member of the Fairfax High School class of 1956, and a classmate of Benny Leonard. During Ed's earlier years, his family had owned a 1930 Model A. Years later, his interest was sparked while talking to Benny at one of their high school class reunions. He looked for several months, including checking out what was available at Hershey one year with Benny. After quite a bit of searching, he wound up buying Stan Johnson's 1930 Deluxe Coupe.

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ED MCNULTY, VETERAN, INVENTOR AND CLUB MEMBER (Cont.)

He worked on that car for over a year adding new parts here and there and giving it a partial paint job. Once it met his criteria for being "ready for the road" – which meant he could drive it - he drove it. But he kept from going out into modern traffic. He wanted to participate in the first MARC national tour that the GWC hosted in 2009 in Charlottesville, but he didn't feel his car was ready. So he bought a roll-back truck and restored it with the express purpose of being prepared to rescue Model As during the tour.

Another hobby was flying. Ed had gotten his pilot's license in the Marines and was actively flying light airplanes during the time he lived in Maryland. After moving to their farm, he and Janice bought a Cessna 180, which on several occasions they landed on their own private runway. He stopped flying in 1986, after having a heart attack, and became a railcar owner, riding the rails with the North American Rail Car Operators Association (NARCOA) in his own Fairmont Speeder. He later became an Engineer on the Walkersville Railroad Excursion Line in Walkersville, Maryland.

Ed was blessed with an active and creative mind and an eager willingness to help solve problems. While at IBM, he was credited with several computer-associated inventions. His two most recent inventions, granted in 1991 and 2004, were more associated with his retired interests. His 1991 invention (USPTO Patent No. #4,989,768, granted February 5, 1991) was for a "Removable Side Rack and Attachments for Pickup Truck Vehicles and the Like." This invention allowed an individual to load large sheets of material on the side of a pickup while leaving the bed available to carry other materials. His 2004 patent (USPTO Patent No. 6,808,127, granted October 26, 2004) was for a "Sprinkler Head Assembly for Underground Sprinkler System". This invention introduced a fully adjustable and self-draining sprinkler head for buried sprinkler systems—a huge advantage for large sprinkler systems, allowing them to be easily adjusted or removed, and preventing them from having to be drained to prevent freezing.

A memorial service was held on Monday, October 19th at the Midland United Methodist Church, 5435 Midland Road, Midland, Virginia. 22728. Friends joined the family for a reception and Celebration of his Life immediately following the memorial service.

Donations can be made in Ed's name to the Fauquier Community Action Committee Head Start Program, 430 E. Shirley Ave, Building C, Warrenton, Virginia 20186, or the American Cancer Society. Interment will be at a National Cemetery at a later date.

Jim Gray
With input from
Janice McNulty and Benny Leonard



THERE'S NO THERE THERE TOUR WITH CLEM AND JIM

Maybe the car/train show/event season is slowing down now. Not fussing: just trying to get a breath. This has been/is a wonderful season for cars and trains.

It seems like I have been running 110% since August: Dream cruise; Gilmore Museum; eV-8 picnic; several Dulles Landing visits; Carlisle; Hershey; "There's No There There" Tour; AND Katie's Cars and Coffee and another train show coming up. What a swell schedule and good times for all involved. I look forward to Fairfax Station Train and Old Car Show, Christmas parties and more fun. My Fun Meter is plum burnt thru. I hated to miss the famous little Annandale parade, but they changed the date.



Clem & Jim at a Dulles Landing Sunday morning show

Smokey (and I) stumbled getting going. Sandy and I returned from the Train Collectors Association's Eastern Division train meet at York, on Saturday evening at 6 p.m. We scrambled about unloading all the clothes, stuff and treasures from the van into the house. I ran my preflight of Smokey that night: oil, water, round tires, chairs in, no junk underneath or behind the car, and stuffed dog "Bob" on duty; I didn't touch anything electrical.

Sunday morning came too early and I raced about trying to remember who I was. After playing too hard at trains, cars seemed foreign. I actually got in Smokey 10 minutes early and was greeted by the roaring noise of silence. Seems my shutdown procedure from the weekend before was flawed. I like to shut off the gas while coming down the driveway, park the garage and let the engine burn out the gas in the carb. I usually get out of the car and begin my unloading process. Then I'm supposed to return the ignition switch to off and remove the fuse (I know a fuse is not a switch). Apparently the switch was left on and by dumb luck the points were closed. Lucky I didn't cook the coil. My new shut down procedure will not let this happen again



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THERE'S NO THERE THERE TOUR (Cont.)

So it's 20 minutes of battery charge, a charger-powered start and off I go. Oh, did I mention that the lettering plate on the amp gauge has moved, so I can't tell if the system is charging?

Even with my goofs, I made it to Bob Evans only about 10 minutes late.

After a great breakfast, we roll to John Leydon's man cave.

Wonderful to see.

John was kind enough to have some great Joe and sweet treats to reinforce our breakfast... funny, we didn't seem to have any problem eating a bit more.

Bill & Lynn Condon; Wayne & Sharon Parker; and guest Scott Wallace joined us at John's garage. Whatta' deal – even more classic iron on the backroads of Loudoun County!



On departure, Clem's Smokey was dead. He pushed her over a ridge and jump-started her in route. He reports that he thought he'd heard left turn as a change of plans, but that only happened to him; thus I was tour-less for a few blocks until turnaround occurred.

So Clem's hustle was on the Snickersville Turnpike to catch up. By the time he got to the E.E.



Lake Country store, he reports he could just see the last of our tour.

At the Bluemont stop, Clem parked Smokey at the top of a ridge, planning another jump start: It's THE MISSION that's important. He also put the top down as the rain had stopped, and with a little battery now, he got her started on her own.

By this time, Clem says he'd figured out what had happened and was upset and grouchy with himself for the earlier failed preflight.

Here at Bluemont Stan announced that the tour was misnamed; his reasoning was that any place with a Cidery, especially one named "The Wild Hare" had to be a "There". And with that question resolved, we all headed off to Edna & Jim's JEBRAA farm.

But first, we had to wake Beverly.



>>>>>>

THERE'S NO THERE THERE TOUR (Cont.)

The ride to the Crosses' was spectacular – especially, Clem reported, with the top down.



And there were incredible things to see once there. With Edna's prayer, all the rain had dissipated, and the weather was great. Our lunch, provided by Virginia Barbeque from Manassas, was great.



This was a great fall day for a tour. The leaves and views were the best ever as was the string of Model A's rolling thru the Virginia countryside making it look like a procession from the 1930s.. Lunch and tours of the JEBRAA farm seemed extra special, including the time to cut some logs and smell the rich aroma of cut cedar.

If the old saw about "he who has the most toys wins" is true, then Ladies and Gentlemen, we have a winner... but we already knew that Jim Cross was a winner... and we married guys all know it's because of Edna.

>>>>>>

THERE'S NO THERE THERE TOUR (Cont.)

Jim Cross had some extra electrons for Smokey, but she was able to start on her own and take me home in fine, top-down style. I understand that Jason Cunningham and his guest Kyle Barrow went home to Potomac, MD, topless as well.

Was this a swell tour or what?

We had 23 As and over 55 clubbers and guests out on the Snickersville Turnpike last October 25; I bet there were lots more stories that we missed.

The club thanks both John Leydon and Edna and Jim Cross for their selfless hospitality. We also want to thank Kathie Gray for all the behind-the-scenes work she did helping Edna and Jim. It all made our arrival at the JEBRAA farm perfectly coincide with the arrival of our lunch. Skill or luck? Doesn't matter – it happened, and it was great!

These fall tours are good for the soul and good for our old rides – maybe this is something we should make a tradition.

I know any of us would like to see Edna and Jim's magnificent auto collection again – it's truly a museum



Clem & Jim
Photos by Clem

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SEEN ON THE "NO THERE THERE TOUR"

(All photos by Phil McCormick except for the pig and the bay by Bill Sims)



Yep, it's a pig.



Milford, Bill, Dave and Andy



Inside one of John Leydon's garage bays



The Jims conversing outside John's garage



Bluemont, where there's no there there



Edna warning Phillip, "No pictures of me!"

HERSHEY 2015 WITH CLEM & JIM

The trip up for Jim Gray and me was normal: up R15 to the 7-11 at Thurmont for a rest stop, then on to Bakers in Dillsburg ("Pickle City") for eggs, where we performed our annual ritual of affixing our Hershey space stickers to our windshields.



We don't do it any earlier as our rides might break down or the wind might blow off the sticker (Ask frightened John Ryan about sticker loss enroute). Then on the 322/83/322/39 to Hershey. There surely is lack of signage along that route. Apparently PA thinks that one sign is good enough and just stay on that route until PA tells us to do something else. Cresting the rise on R39 is always a thrill to realize that we are really back to the magic of Hershey.

We set up our tents and displayed our treasures for all to fight over. I park my van for the week and we use Jim's Tundra for our wheels to chow (including John Ryan). We took dinner at Fuddruckers with several others and back to my van for the night. We set the van differently this year as we had open spaces around us; thus I had different windows to cover to block the field lights. The fairground keeps the high lights on all night for security.

Wednesday we went to morning chow at the tent in front of the Giant center and worked the crowd there.

We met up with clubber Bob Clubb, and discussed the events of the day; he'd arrived after they'd closed the field for the night, so had to go park in the lot by the Tanger Outlet Mall. He didn't even know he'd blown an inside rear tire. As he rolled in early Wednesday morning, he blew the outside of that dual set of tires, and then realized he was listing hard to starboard. We came upon him as he was arranging for new tires, just after he had been towed onto the field. All's well that ends well, and there he was at breakfast with us.



During our stay at the booths, a lovely 18-month-old girl named Auburn came by our booths with her folks. She rode in a neat cart with a fold down top looking like a small Conestoga wagon. She paid no attention to me and was playing with her new rabbit toy. Dad, it turns out dreams to own an Auburn car. Momma was there so happy to be with her family and wondering if the day would ever end. I offered Auburn a free toy but to no avail or interest: remember the rabbit was new and #1. I tipped the toy box toward her but that did not stir any interest. Her folks

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HERSHEY 2015 WITH CLEM & JIM (Cont.)

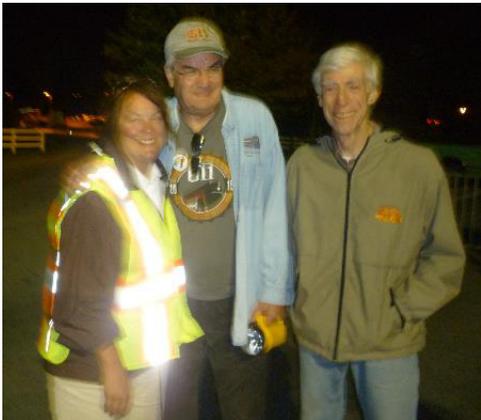
and I chatted whilst Auburn considered trusting an old man in the no-lie zone. Momma said something and out she came with cheerful interest. She had to remove her socks before she left her carriage. Could she see all the options? Could she touch... could she? Somehow the box gets set on the asphalt and Mom said it was OK to look over every car. 20 minutes of dear Auburn touching and playing with every car. Could she have more than one? Somehow I had gotten something in my eyes I couldn't see so well. All that gave Mom a chance to rest. And suddenly the little angel went back into her wagon and it was midnight in Cinderella land.

Over the years there might have been stipulations that the talk under the Jim/Clem/Benny tents was less than totally truthful. (The source of these totally false and non-true rumors has not 'fessed up.) To prove our pureness, Jim and I agreed that our piece of heaven would be a "no lie zone." Golly it was quiet in there. I dunno why?!

Later on we found that to polish the truth to coincide with the customer's desires, we had to step outside the tented area... Suddenly, Bruce Metcalf showed up, fresh from his long motorcycle ride to the fields, and eager to sell. So he ignored our rules when we stepped out for a walkabout, and boy did stuff get sold!



The days go by so fast when we are having fun



that we usually find some night run to extend the fun. John joined us after dinner one evening, and a traffic control lady apparently overheard my explanations of what all supposedly occurred in Model A rumble seats "back in the day". She needed a photograph to show her boss what kind of humanity wanders about at night at Hershey; evidence is attached.

One morning I crawled out the van looking particularly gruff. So I took a selfie and sent it to my love, Ms. Sandy. Ray Lambert, in a booth across the aisle gave me the "what for" for such behavior.

I was in my booth in "The no lie zone" when a lady grabbed me and hugged me from behind... Jim Gray, my protector, was watching this action with a stiff face. He was no help to me in identifying who it was. Some friend... My brains work very slowly at about one bit per hour and the first bit that came up was a zero. She said to me "I hope this is Clem!" (Me too.)

My options for response words were 4: "I was in the library the whole time"; "I'm George"; Suzie? Mary? Michele? Dianne?; "Hello."

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HERSHEY 2015 WITH CLEM & JIM (Cont.)

My mission for this Hershey was to make folks smile and be happy, (I had just told an unwelcome joke to a lady so I was tuned in to be more sensitive.) So I stood very still and quiet and waited to see how this would play out, and reluctantly, chose option 4.

Good choice, my mystery woman was none other than Lukie Smith, the new President of MAFFI and official owner of the fabulous Model A Museum on the Gilmore Campus in Hickory Corners Michigan. All that “no lying:” had definitely paid off – it was great to see Lukie and Hugh!

I think my fav car was the ‘35 Ford reworked in Italy into a bike-fendered red roadster. It came out of the City recently and goes up for auction soon. Second would be a pile of patinas that once was a ‘49 Nash. Owner, John, put low-profile skins on her and really wanted to gut her and make a rat rod.



I had my fun-meter on for most of the Show. It surely creates some interest. For some reason the ladies seem to want to always adjust my meter. Is it the fun meter or me, I wonders???

I wore my retired military morale cap. It seems that many more vets wore their Vietnam colors than at previous Hersheys. Lots of: “Welcome Home!”; “When were you there?” and such. It gave me such a good feeling after so long.

Friday morning I stopped for chow at the tent in front of the Giant Center. Being by myself, I decided to sit with new faces...Turns out they were from Falls Church and one of them, Scott Harlin, wants to join our eV-8 club. Lots of jocularly and laughter abounded. I learnt from them boys that the 1953 Buick Skylark does not have ventaports!!! Who knew??

A fella bought the Model A tranny that I had with a multidisk clutch. He sez no one makes the clutch disks. To get a good one you hafta disassemble old ones and use those that are not cracked. Seems incorrect to me that no one is making those disks. Dave Gunnarson came by near the end of the week as I was assembling some rust to leave behind. One heavy piece was a tired tranny. I marked it free and Dave said “No way” and put \$5 on it and told me to watch. Some smart dude was later seen struggling to get that rusty thing in his cart. His smiler was bigger’n his face. Thanks Dave.



Just as Jim and I were pulling chocks for the drive home, Shuyan and Milford Sprecher came up to see us; we were packed, but delighted to see them both. One of our friendly annual neighbors took some pictures for us, and we were on our way.

Back home, I get up Saturday morning in a fog. I check on my van and some dastardly bum had filled it with junk while I was sleeping. I took

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HERSHEY 2015 WITH CLEM & JIM (Cont.)

wondrous iron to Hershey and somebody stuffed the van with flotsam and jetsam for the return trip. Good thing the storm Friday night washed away the outside mung.

This Hershey week was a great experience with friends, cars, fleas and the one-of-a-kind ambiance in the fields of Hershey. I'm ready for next year.

Clem and Jim

HERSHEY... POST SCRIPT

(This was written at 4am Friday morning in my van.):

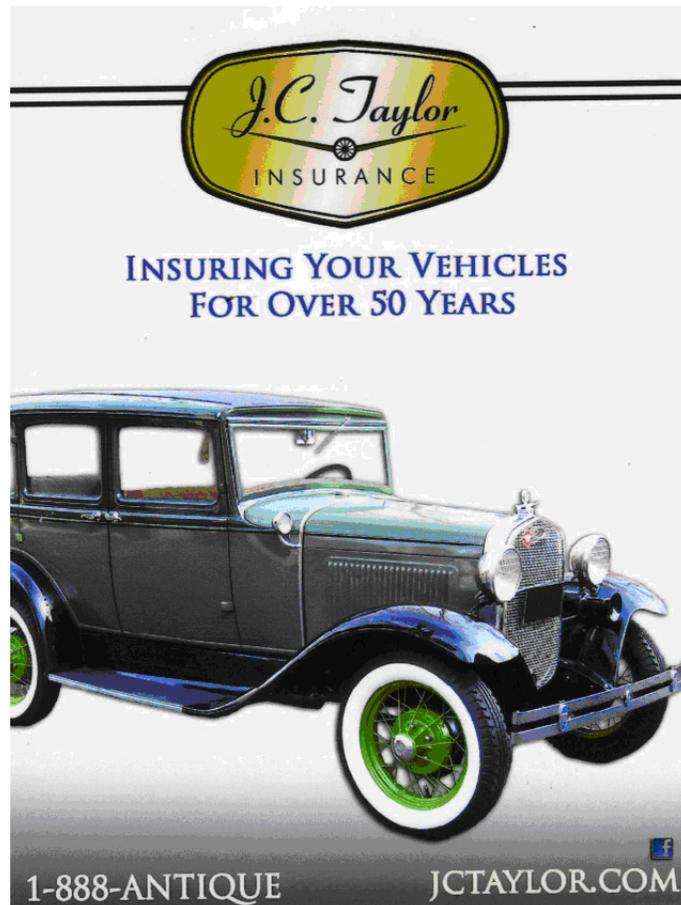
The red ball is dark
Hershey pauses
The rain does not come
The world holds its breath
The red ball is dark

Dark is good for outdoor loving.
The dark of the Red ball casts an awful pall over us tonight.
Jim and I shook son Carl's hand and wished everyone well and departed in silence
The force is disturbed.

We hope and pray the dark cloud will pass and 2016 will usher in another long spell of the Red Ball being lit: 1972-2014.

Hershey without the Red ball lit is like Hershey without Fords or friends.

Clem



The advertisement features a central image of a vintage dark-colored sedan with white-walled tires and a prominent front grille. Above the car is a logo for "J.C. Taylor INSURANCE" in a stylized script font, with "INSURANCE" in a smaller, sans-serif font below it. The text "INSURING YOUR VEHICLES FOR OVER 50 YEARS" is displayed in blue, bold, sans-serif capital letters. At the bottom, the phone number "1-888-ANTIQUE" and the website "JCTAYLOR.COM" are listed, with a small Facebook icon to the right of the website name.

DULLES LANDING CARS AND COFFEE OCT 18

It was 5am on the clock and nothing was moving outside in the early fall chill. Smokey (my 1930 Model A Ford Cabriolet) stuck her back wheel out of the garage, backfired and came back in. Too cold she felt. Photo is of me in my cool wx uniform.



Smokey and I rolled for the Dulles Landing Cars and Coffee about 6:15 in the darkness. The safety slogan sez to "Drive within your lights!" Well that was about 0.34 mph as it was dark out there. Further research revealed by looking at my Mach meter that Smokey traveling at 2.35 the times the speed of light, thus she was collecting light and not giving any out. Tough to drive as well because at that speed, the rear views mirror was blank.

Another fun part of the trip west to the Dulles Landing Cars and Coffee was that I was driving on the Terminator, so it was dawn behind me and night in front of me. I was the first Model A on scene. Later came a Shay, 50/51 Lincoln Cosmo, '50's Chevy pickup, a '56 210 and a highly modified Mercedes roadster (something like 1200 horses. Sounded like a passel of chipmonks in a tin box).

With eggs and coffee in me I was ready to play...

A father with his young son and daughter looked at Smokey's open rumble seat. Soon the son was put in and loved the scene. Dad said if we ride and it rains, yer gets wet! The son struggled with that concept. Little sister got her turn and struck a stunning pose in the rumble seat.

Ryan reported that my Model A was dribbling. It did not arrive that way. Ryan and dad John figured out the lower water hose clamps were loose. Also we found that the left headlight was dark. With John and Ryan watching and helping, we disassembled the headlight, laying the lens on a blanket and changed the bulb. I have never seen this kind of bulb failure: Apparently the forces from my acceleration cause the two filaments inside the bulb to touch together. No break so I guess the electrons were moving coil to coil and not illuminating the coil??

John drove his Shay today to the Cars and Coffee. This afternoon they were going to work on Gramps '31 Model A pickup. I gave them a copy of last year's Bratton's catalogue. I hope he joins the GWC.

I asked Ryan if he had ever started a Model A...maybe, the 14-year-old said. Well, Ryan gets in the driver's seat and the two go thru the start procedure. I'm loving the session with father/son learning about each other. Smokey gave them some grief but eventually smoothed out. Ryan's grin was bigger than his face. Without me telling John, I show Ryan the engine-powered chicken's actuating wire. Ryan got the hang of it quickly and really exercised the squawker!



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23

November 2015

DULLES LANDING CARS AND COFFEE (Cont.)

Now his grin was truly huge. Somehow I got sumthin in my eye. Handshakes and fist bumps and they were off in the Shay. Photo is of Ryan in the driver's seat and Dad coaching.

Eric's 91 Hummer died. Bad engine casting. Soon he will replace the engine with a new block with a bazillion more HP. I did not understand his lingo. Big Eric and his wonderful cars were not in attendance.

All-in-all a fine day of teaching the youngsters the fun of an old car. Ryan said that he did not know he was going to school on the weekend, but he loved my class. We also discussed the parabolic lens in the headlight and the concept for the dual-coil headlight bulbs.

Clem Clement

CAFFEINE DOUBLE CLUTCH (CDC) BREAKFASTS FOR NOVEMBER AND DECEMBER

The next CDC is scheduled for Monday, Nov. 16th, 9:30 am, at the Fair Oaks Silver Diner, 12251 Fair Lakes Parkway Fairfax, VA 22033 (corner of Fair Lakes Parkway & West Ox Road). If you haven't been before, this is a great opportunity to get out for a couple hours of good food and great company. Very informal, grab a seat and talk with the folks around you: V-8 lovers, Model A fans and folks with an affinity for trains. Hopefully we will have some real cars attend as well.

The December CDC will happen before the December Script is due to come out, so you are being notified now that it will be Wednesday, December 2nd, same time, same place.

Clem Clement



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2015 MODEL "A" CLUB CHRISTMAS PARTY

WHEN: Saturday December 5, 2015; Doors open at 5:30 p.m., and the cash wine & beer bar will be open. Waiters will serve our dinner at 6:30 p.m.

WHERE: American Legion Post #177
3939 Oak Street, Fairfax, Virginia 22030

COST: \$10 per Club Member (\$20 per couple); \$15 per guest

MENU: Choose one from the following:

1. London Broil (with red Bliss potatoes & green beans almandine)
2. Stuffed Pork Chops (with white rice pilaf & green beans almandine)
3. Sliced Turkey Breast with Stuffing (with red Bliss Potatoes & green beans almandine)



All entrees will be accompanied by water, coffee or hot tea. Our dessert choices are: chocolate cake; cheesecake; or pumpkin pie.

Music will be provided by Tank Edwards again this year.

Please bring an unwrapped new toy to put under our tree for the USMC Toys For Tots drive.

Reservations will be accepted at the November Club meeting or you can send a check along with a note indicating your entrée & dessert choices to:

Jim Gray
11538 Liltling Lane
Fairfax Station, VA 22039

Please make checks payable to GWC, Model A Club.

**CUTOFF FOR RESERVATIONS IS:
MONDAY, NOVEMBER 30, 2015.
NO RESERVATIONS CAN BE ACCEPTED AFTER THIS DATE!!
NO WALK INS CAN BE ADMITTED**

TIME TO PAY YOUR 2016 DUES

Dues are being accepted for 2016. I have gotten in about 30 members. Please help me by getting in your dues now. It's still just \$20 bucks and make the check out to GWC and send it to me at: Greg Shepherd, 3715 Brices Ford, Fairfax, VA, 22033

COMING EVENTS

[Club events are in bold]

November

Nov. 16 (Monday) Caffeine Double-Clutch (CDC) get-together (see p. 24 for info)

Nov 18 (Wednesday) General Membership Meeting and Board Elections for 2016

December

December 2 (Wednesday) Caffeine Double-Clutch (CDC) get-together (see p. 24 for info)

December 5 (Saturday) Christmas Party at the Fairfax Legion Hall (see p. 25)

Dec 5 & 6 (Saturday & Sunday) Fairfax Station – Holiday Car & Train Show

December 16 General Membership meeting - Brown Bag

Be sure to check Greg Shepherd's excellent GWC MAFCA web site for updates to this list:

<http://www.gwcmodela.org/>

Jim Gray
Activities Chair

WANT ADS

For Sale

South American 1930 Model A...he just has a rolling chassis and the motor turns by hand. Some other parts with it too. Asking \$8K or best offer. James can be contacted at [571-921-5739](tel:571-921-5739) if interested.

1931 Model A Truck for sale to settle an estate. All black, good looker. Has a title and it runs good. Nice condition. Steel cab top. Not a show pickup due to cowl lights. Wooden bed. Some damage to right rear fender and minor abrasions elsewhere. Engine # AA2898571. Asking \$18,000. Contact Robert Baden at 703 472 7999 or rbaden@gmail.com if interested.



Ed McNulty's wife Janice wants Benny and John to sell his left over parts. Bratton's has agreed to take back all the new un-opened parts. This still leaves a lot of parts to sell, too much to list but some of the items are: 1930 front fenders, right & left—one is good, the other needs some work, both have no broken beads on the outside; front splash shield; new chrome headlight reflectors; rebuilt carburetor (done at small part day); and a rebuilt distributor with mod. plate etc. Give Benny Leonard or John Dougherty a call to see if we have what you want:

John cell [571-228-9567](tel:571-228-9567) doughert@cox.net

Benny cell [703-8635814](tel:703-8635814) ben5@cox.net

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WANT ADS (Cont.)

For Sale (Cont.)

Liquidating extensive used parts collection. Includes mostly Model A and Early Ford V-8 parts. I do not pull from my used inventory often and the real estate the parts occupy is far more valuable if used to house another potential project car. Most of the collection is mechanical in nature with very little sheet metal. It is partially organized and available as a lot. Serious buyers can arrange for a private inspection by calling George at [703-969-1715](tel:703-969-1715).

Wanted

Wanted to buy—Two used or new 4.75 x 19 tires for trailer. Must have tread that will pass Virginia inspection and no dry rot/cracks. Please contact Woody Williams at 703-858-1192 or vamodela@verizon.net

Services Offered

Offered on a first come first serve basis is very affordable indoor or outdoor collector, antique and exotic vehicle storage in the Dulles, Virginia area. Buildings are secure, heated, clean and appropriately lit. There is no advertising present on the front of the building and all windows are tinted for privacy. Customer access can be provided practically 24/7 with reasonable notice. Vehicle covering and power for battery maintainers is available. Outdoor storage is an accessible and marked parking lot. Please call George at [703-969-1715](tel:703-969-1715).

Offering VERY AFFORDABLE open trailering of your precious vehicle. Local transport or the entire east coast and beyond. Noted automotive restoration business with almost 10 years' experience in transporting vehicles of all kinds. References available upon request. Price varies on a case by case basis. Please call George at [703-969-1715](tel:703-969-1715) with specific needs and to discuss cost.

The George Washington Chapter Inc., Model A Club of America and the Mount Vernon Region of the Model A Restorers Club does not endorse or any way approve or disapprove the use of any person or enterprise that advertises or in any way is linked to the club web site or publication (e.g., the Script).



Joe Thoma and son taken in the late '70s.