



VALVE CLATTER

Northern
Virginia
Regional
Group



THE EARLY FORD V-8 CLUB OF AMERICA
Regional Group 96

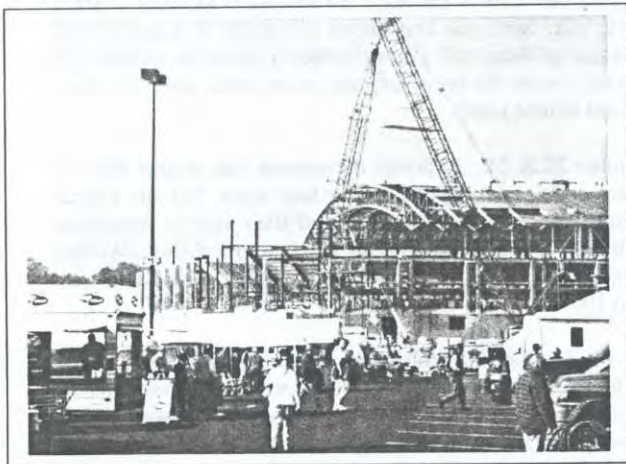
Volume XXIV, No. 11

November 2001

Cliff Green, Editor

HERSHEY 2001

As in past issues of the VC we shall review Hershey (Mecca) through the impressions of numerous NVRG members. This is one event that attracts more of our group over more years than any other. Jerry Lunt has the record with 41, and I have been going since 1964, missing only one year.. We have seen many changes, but 2001 witnessed the extensive construction with the new arena, road bridges, underpasses and parking lots.



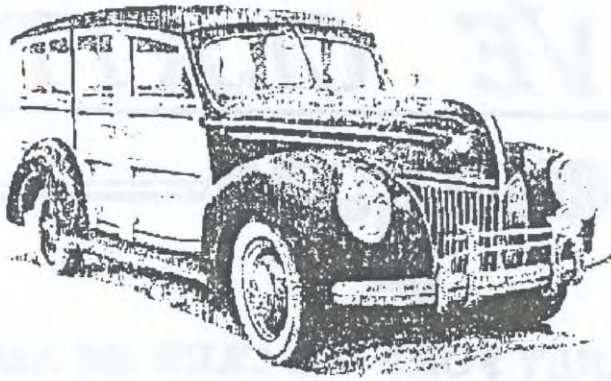
The Chocolate annex was expanded taking up half of the old car corral while the complete Chocolate Field was paved – hard on the feet and expensive for the vendors to secure their tents. Dennis Carpenter paid three times more for his tent to be erected because 800 lb concrete blocks were needed to hold the tent ropes! Many of the vendors moved to new spaces. The car corral was spread all over the place!

IMPRESSIONS

FROM JOHN RYAN

The reincarnation of the AACA Fall meet at Hershey began to unfold this year. The Chocolate Field is now completely paved. The new Arena is well under construction on the site of the old Green Field. Rumors were that next year, the Arena=s paved parking lot would be the site of a new vending field. If so, vendors in the Yellow field, the site of last year=s rain-related grief, will apparently be relocated there. All the new parking lots have been engineered with considerable thought given to drainage. The only unpaved vending areas remaining next year will be in the White field. So, after this year, Hershey will never be the same. No more bottomless mud pits. No more stuck motor homes. No more rivers flowing through the paved areas. As if to preview the future, there was NO rain this year.

In the midst of change, some important things remain the same. The NVRG traditions are still being observed - the campsite near the old farm, the lunch repartee at Chocolate World, the dinners at the Penn Hotel. These traditions are an essential part of the Hershey experience for NVRGers. The absence of rain was just compensation for the campers after last year=s thorough soaking. NVRG participants included: Amster, Blum, Burns, Dubois, Bill Fox and son, Gall, Gunnarson, Green, Simons. (see page 3)



UP FRONT WITH THE PRESIDENT



November 2001

What a great time Hershey was this year! The weather was just about perfect with cool mornings giving way to comfortably warm afternoons every day. A few sprinkles did fall on Thursday night but not enough to really affect anything. The ongoing development of the Hershey property though did make for some interesting changes this year particularly for the car corral which was so spread out that I'm not sure any of us saw it all. We also had fun early Wednesday morning hunting for the breakfast tent which was not to be found in it's usual spot. There were other changes too in vendor and show field layouts but, for the most part, everyone seemed to take the changes in stride and enjoy this special event. From what I saw, NVRGers were quite successful in locating needed items this year with **Dave Gunnarson** and **Bill Simons** scoring the most points here. Matter of fact, Bill now has just about everything he needs for his '49 Woodie and can start assembling the pieces anytime! I found a few things for my hot rod project and sold a rebuilt '36 LB engine to a New Hampshire V-8er who has purchased and is restoring the late Bill Dexter's '36 Roadster "Dorothy". Some of you may remember Bill as the auto clock expert who, along with his wife Mary Jane, was very active in both the V-8 and Woodie Clubs. At the spectacular show on Saturday, we were treated to the debut of **Buzz** and **Ginny Potter's** beautiful maroon '35 Phaeton. And, as usual, NVRGers gathered each evening at the Penn Hotel to sample the brew, eat, and swap stories about the day's activities. All in all, it was really a lot of fun and I'm already looking forward to next year!

Nice weather was also the order of the day for the Lebkicker tour on October 20 & 21. Although the turnout was smaller than we had hoped for, enthusiasm was high and we had a truly wonderful weekend. We are indebted to our tour hosts, Del and Harriet Pushert and **John** and **Yvonne French**, who went out of their way to make sure that everyone enjoyed their visit to Annapolis. Special thanks to tour organizers **Don Lombard** and **Ken Burns** for all of their efforts in putting this year's tour together. Without all of their up-front work, this type of tour would not be possible. And, congratulations to **Cliff Green**, this year's Lebkicker Award winner. Cliff is the first member to win this award twice; he also won it in 1997.

The election of the Board of Directors for 2002 has been finalized. At the October 2 membership meeting, **Cliff Green**, **Hank Amster**, **Jim La Baugh**, **Eric Sumner** and **Ken Burns** were elected by acclamation to serve 2-year terms. Welcome aboard especially to Jim and Eric who will be serving on the Board for the first time. Many thanks to **Bill Selley**, **Tom Shaw** and **Bill Simons** who are stepping down from the Board this year. These guys have all served on the Board for more than a few years each and deserve our thanks and appreciation for all the work they've done to help make our Club the successful organization that it is today.

Don't forget the Tucker Museum Tour on November 17th and make sure you attend the membership meeting on the 11th where you'll get a chance to relive Hershey 2001! Also, December 1 will be coming up fast so don't forget to sign up for the Christmas Party. Hope to see you there!

Happy V-8-ing!
Hank

IMPRESSIONS (Cont)

One of the things that I look for at Hershey is very rare early Fords. This year provided only a couple: a 34 Canopy Express in fairly rough shape and a 34 Roadster pickup. Less rare but seldom seen today was a beautifully (over-) restored 49 COE fifth wheel truck. Also unusual was the number of woodies in the car corral: 35, 39 and 49. As always at Hershey, there were a number of very unusual non-Ford cars. I particularly liked the red 1932 Hupmobile Sport Convertible.

To me, there appeared to be noticeably fewer vendors this year. The Yellow Field was at best 2/3 full of active vendors. Apparently, last years rain soured some folks on that venue. Or maybe it was somehow related to September 11. But the other fields were mostly full and three days was hardly enough to take it all in.

FROM JERRY LUNT:

My 41st Hershey! First time sleeping in a motel! Thanks for sharing, Hank!

I really enjoyed the "down-home" atmosphere of the Hotel Penn. wish our waitress were single!

Our "happy hour al fresco" was always a refreshing breather after a hard day's parts tramp and a good opportunity to enjoy comradeship with fellow early flathead nuts. The Yuengling Porter was also a plus!



Although I missed my old spaces in the now defunct Green Field, more asphalt and less mud is an improvement.

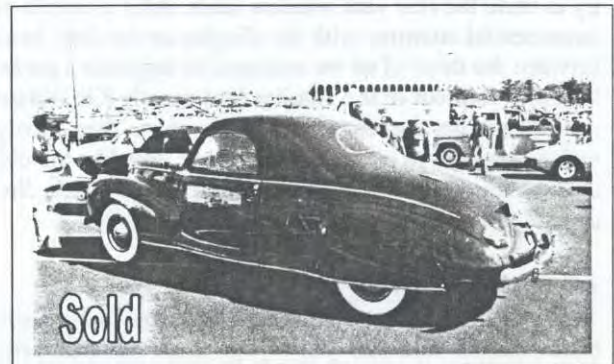
I almost fainted at the Saturday Show when I saw a clone of my old Aunt Bea's car, a black '33 Chrysler Royal four door sedan! Come on October 2002!

FROM MIKE GALL:

Driving to Hershey is really fun, even in a V6 Ranger micro-mini motor home, two hours tops! Living in Pennsylvania is a real treat – no traffic! I look forward to seeing the guys from NVRG. We camp out every year. This year a new treat, gourmet breakfast from chef **Dave Gunnarson!**

Hershey this year was great! We had great weather. Each day we would break into different groups, enjoy helping find parts (found a rear bumper for Ken Burns '41 woody). As large as the flea market is, I figure we walk 18-20 miles from Tuesday-Friday. We work up a good appetite for the great food at Hotel Penn. Thursday we had 20 NVRG members for dinner and from everyone's plates, the prime ribs were excellent. The food at the Hotel Penn gets better every year along with the camaraderie of our group of friends.

Next year I may stay for the car show if my feet can hold out. The quality of the cars was excellent this year. One of the best was a '41 Lincoln three window coupe. It sold before the owner could get it parked. A very large car corral. If you have never been to Hershey, you don't know what you are missing. Join us next year!



FROM JIM CRAWFORD

Hershey, 2001 was one of the best Hershey's we've ever enjoyed! Would you believe four near-perfect days of weather in a row?

Tom Lumpkin and Gary Cooper set up on Tuesday afternoon in our usual Chocolate Field Space CC-90. I drove up with Mike Prater and arrived Wednesday morning. We saw many members of both Northern Virginia and Maryland groups, plus about a zillion others from all over the country. The mood seemed overall a little less upbeat, but more patriotic, obviously as a result of the recent attack.

Tom had his usual stash of goodies. How does he manage to come up with so much neat stuff every year? Gary had fun mostly looking. Mike dug up a few '32 parts and he found me two nice '36 "Roosevelt" hubcaps. We all had fun when Gary brought out his guitar. Tom packed up his parts Friday morning and headed home to return that evening in his '38 Sedan for the car show.

A few raindrops Friday night did not dampen the beautiful car show Saturday however. The '38 was well appreciated for its marvelous originality. Tom tells me he won something with it but doesn't know what yet.

Now as Mike and I were packed and preparing to head
(Cont page 4)

IMPRESSIONS (CONT)

Home, about 5 p.m., I got an urgent cell call from Tom. Seems he was back at the motel and somehow managed to lock his keys in the '38. (Yes he had spare set, but in the glove box of course.) Now we know that it's pretty hard to lock yourself out of an early V-8, but as we also know Tom has often managed to do the near impossible with these cars.

A lot of thoughts and potential solutions come to mind in a situation like that, but since we had not yet left the flea market, we decided to pick up a slimjim at one of the tool tents and give it a try.

When we got back to the motel, we found Tom frustratingly working with a coat hanger and some soap to try to undo the rear vent window latch. After a couple of unsuccessful attempts with the slimjim on the door locks, between the three of us we managed to engineer a perfect lock pick tool out of the slimjim (not exactly KR Wilson quality) and get the rear vent window open. Then it only took a long arm to unlock the rear door. Just like the old days I guess. And we didn't even have to call AAA. So if anyone needs a new vent window key for a '38?

FROM JASON JAVARAS

The AACA's Fall Easter National Meet just doesn't get any better that is was this year. For those who missed this year's event the changes that met the ecstatic attendees' were truly incredible. What's the big fuss over? The mud and bumps of the Chocolate field have been transformed into acres of level, smooth blacktop. The Green field now houses a similar pavement surrounding a new sports arena that dominates the landscape. The result of this transformation is the vendors and customers can finally concentrate on enjoying the flea market without having your boots sucked off your feet in the infamous Hershey mud. The weather was perfect this year the entire week, but even if it does rain at future events, the pavement will be far more accommodating than the muddy fields of yesteryear.

Lots of EFV8s at the show this year, for show and for sale. The show cars were in rare form, notably a dazzling red '35 cabriolet, a super nice '48 sedan coupe with a gorgeous dark blue paint job, and quite a few beautiful old phaetons that got a lot of attention. The weather brought out a record number of cars and spectators and the show field was a beehive of activity all day long. The car corral was spread across two fields and eventually overflowed onto a new adjacent access road. There were a large number of V8s for sale, but I think the average asking price was higher than even last year, especially for any year of convertible. There was a resulting decrease in V8s bearing "SOLD" signs also. Jack Jensen sold an original '34 roadster pickup for over \$40,000 and another '34 sedan delivery had a price tag of \$60,000. A little green '35 pickup was for sale that looked

like a good buy at \$13,000. but it was still there at the end of the week. One car that did sell immediately was a '38 standard 2dr that had a concours restoration and bore a grand national AACA 1st plaque. The dark blue beauty was bought by a man standing right next to me that pulled \$16,000 cash out of his pocket and used his cell phone to obtain the \$2,000 more to cover the asking price of \$18,000. The seller had much more than that in the restoration but lost his storage, a familiar story these days. This was on Tuesday, by the way, before the flea market was even officially open.

The White Field is still not paved, as well as the Yellow and Blue fields, but word is that some of these vendors will be moved to the newly paved area that used to be the Green Field. Having dragged a new battery and some other heavy purchases out of the Yellow field this year, that sounds like a good idea to me.

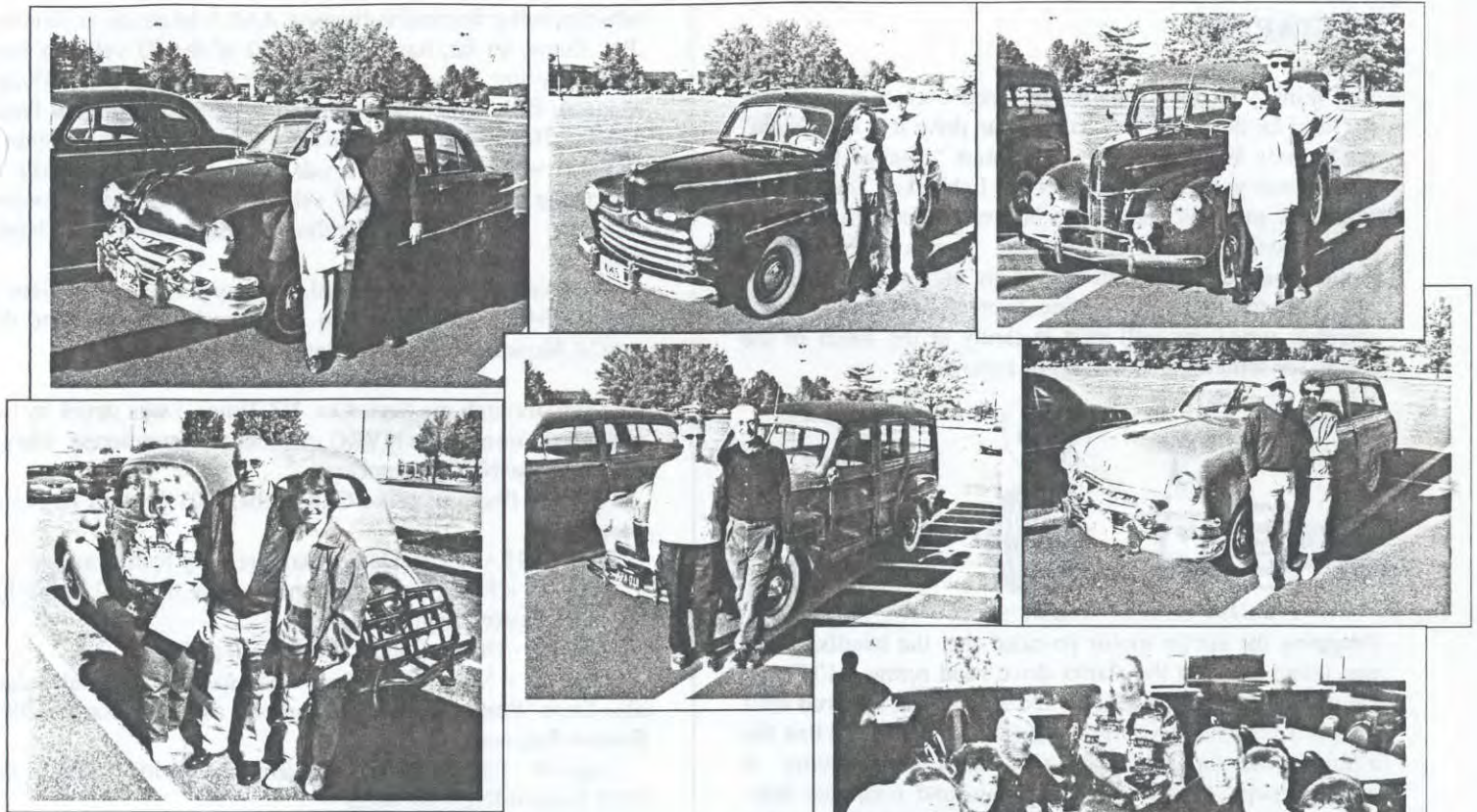
My son, Dan and I set up camp in the Highmeadow camp ground this year. There was not a vacant campsite despite the nearby freight trains that rumbled through at all hours of the night. It kind of reminds you of that Lucy and Desi episode where they stopped at a motel one night, not knowing that it was right next to the train tracks. It wasn't too bad – we could have been closer to the tracks. We talked to quite a few Canadian campers that were very vocal in their support for Americans in the war against terrorism. It was good to see the American flag being displayed on campers and old cars. One guy tried to erect a large flagpole on the show field. Not a good idea around all those restored cars. It's the thought that counts anyway.

ADDITIONAL

For the second year in a row, on Thursday, the NVRG has gone from the Penn Hotel to the Hershey Lodge to view the auction cars in the ball room. What a spectacle! A room full of big dollar vehicles under the lights!



Without a doubt, the impressions of the NVRG attending Hershey in 2001 is that they can hardly wait until next year!
Editor



Lebkicker Tour 2001



The Lebkicker group departed Fair Oaks on a beautiful fall day. The parade of V8's turned south after crossing the Wilson Bridge and traveled through the countryside to Annapolis on a route scouted by Lombard and Burns. After meeting up with John and Yvonne French and daughter Janet, the group had a buffet lunch prior to checking in at the motel.

The bus tour of Annapolis was outstanding – many side streets and historical homes that were skillfully narrated. We were able to walk the Academy grounds but could not see the chapel since there were no stop weddings!

The hardest part of whole trip was finding a place to park at the town dock for the banquet at Phillips. Fortunately the group doubled up and members were dropped off, as the closes' parking was a fifteen-minute walk! Everyone enjoyed the food and the atmosphere.

All assembled after breakfast and toured to Del and Harriet Puschert's Elvis display, antique auto collection

and huge motor home (land yacht). The Puschert's were very good friends of the Lebkicker's. They have a mind-boggling display of artifacts.

Next was a short trip to the French's house where Yvonne had an unexpected lunch. John's son gave a demonstration on his craft of ship model restoration and construction. He does work for the Naval Academy. He has a waiting list two years long for his services!

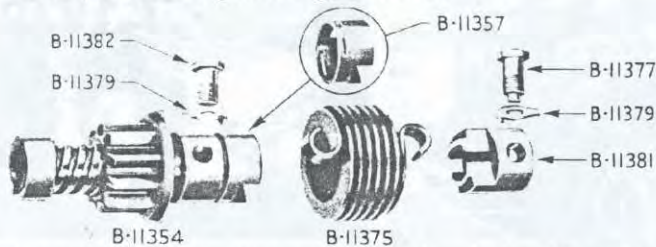
The harbor cruise was in perfect weather. Sail boats everywhere. John French, a native of Annapolis, pointed out his mail route of 33 years while cruising up the Severne.

The caravan home was uneventful. The cars performed perfectly all weekend. Everyone had a wonderful time with the only problem being there were more things to do than time allowed. Our Thanks to Don Lombard and Ken Burns for setting up the trip and the French's and Puschert's for their hospitality.

NO STARTER!

Editor

You think you have repaired/replaced everything on your old Ford for dependability – the “I can drive it to California” syndrome! Well, surprise. The latest “gotcha” happened when I was gassing up to meet the Lebkicker Tour at Fair Oaks. A push on the starter button produced a werrrr – broken bendix spring, I diagnosed. Just a slight forward motion and a clutch pop in second got me going again. The starter motor turns the engine over at 100 rpm’s and a correctly tuned car will start instantly at the touch of the button (or something is wrong) or a coast.



Dropping the starter motor revealed that the bendix spring was intact and that the starter drive head screw (11377) on the end of the shaft that holds the spring, had **sheared off!** This is a special screw .75" long with a tapered end that fits a hole in the shaft to prevent part 11381 from moving. It was necessary to drill out the screw and retap the hole. Fortunately Mac's had the screw and special lock washer (11379).

The heavy Bendix spring takes up the shock when the pinion gear engages the flywheel. It becomes brittle over time and breaks, usually at the bolt connection. **Tom Shaw** remarked that this happens frequently with the Model A's. I shall now carry one of these in my parts box.

Some starter stats from an article in "Big Valley V8" by Don Cunningham: "The engine turns over at a ratio of 10 starter teeth to 112 flywheel ring gear teeth. The starter turns over 11 times causing the engine to turn over once at obtaining 100 rpm. Approximately 400 amps is flowing from the battery upon starting a V8. That represents heat at the cable and starter, so no longer than 15 seconds cranking, then 15 second cool down."

UPDATES

I am planning to get one of the new 1937 Ford Pickup grills for Mildred. Been waiting for over 24 years now! They look pretty good in the ad in the latest V8 times!!! Diane and I have moved. 9902 Rand Drive, Burke, Virginia 22015 703-249-9593. Now Mildred has her own garage for the first time since I have owned her!!!!!! She just turned 24 on Halloween (since I bought her and brought her home when I was 15!).

Patrick O'Neil

Jeanne and Gene Welch have several interesting years connected with White Post Restorations. Gene is a certified appraiser and appraises antique vehicles, street rods, etc. Recently White Post Restorations offered free appraisals for

vehicles being donated to the new AACA Museum in Hershey, Pa. Gene, so far, has appraised 20 of the 73 vehicles now owned by the Museum. The Welchs' donated a '66 Dodge Monaco, Billy Thompson donated a 1935 International Panel Truck. The Welchs' attended the groundbreaking ceremony of the new museum on Tuesday Oct. 9th. Gene currently is appraising the collection of vehicles in the Luray Caverns Museum. This is an outstanding collection everyone should see.

If you need a certified appraisal, for any purpose, give Gene a call at 540-869-7475. If you are donating a vehicle to the AACA Museum there is no charge for this service.

As I read through my Sept./Oct. V8 Times, I was struck by the number of times that a NVRG member was mentioned. Here's my list of the NVRG members:

Page 8 - Photo of Mike Gall at the 2001 Eastern Regional Meet

Page 17-18 - Jim McDaniel's engine story feature article

Page 41 - Mike Gall mentioned as the national judge for the 2001 Eastern Regional Meet

Page 45 - Photo of Steve Pieper's '40 pickup.

Page 48 - Mike Gall mentioned again as national judge, also Dave Westrate and Ray Kunsman as judges for the 2001 Eastern Regional Meet

Page 49 - Charlie Morrison mentioned for his '35 car at the 2001 Eastern Regional Meet

Page 50 - Also mentioned for participation in the 2001 Eastern Regional Meet: Ray Kunsman's '40 closed, medallion, Jeanette Hall's '50 Tudor, medallion, Dave Westrate's '39 Woodie, Dearborn, Butch Myrick's '46 Panel, medallion and Steve Pieper's '40 pickup, Dearborn.

Not a bad showing for a little old regional group!

Dave Gunnarson

MYSTERY MEMBER

Who is the male member in this group and what is going on here? Why is the suitcase on the ground and where are the hub caps? Find out the answers on page 8!



NVRG GALA HOLIDAY CHRISTMAS PARTY

Saturday, December 1st

Cocktails beginning 7pm, Dinner 8 pm

Country Club of Fairfax

*5110 Ox Road
Fairfax, Virginia*

\$25 per person

*attendance limited to 50
reservations*



For your dinning pleasure

Beef Tenderloin with Hunter Brandy Sauce & Mushrooms

or

Chicken Oscar stuffed with crabmeat

*with: Salad of the Manor, Potatoes au gratin, asparagas with
julienne vegetables. Chocolate cream pie or raspberry sherbet*

Each person desiring a gift is asked to bring a wrapped auto related present for our traditional NVRG gift exchange.

RSVP by Nov 27th to SANDRA GREEN 703-426-2662

MYSTERY MEMBER

The picture was taken in May 1965, in the driveway at **John Girman's** parent's house in Hinckley, OH. He was leaving after a weekend visit to return to Columbus, OH where he lived. He was saying goodbye to his sister, Barb (on the left) and her roommate, Maggie, who were both visiting from Washington, DC. All four hubcaps were missing from the '52 because, about a month previously, when he was returning from a party in the early hours of the morning, he was passing at high speed a semi-tractor/trailer while on a freeway in Columbus, and the truck suddenly moved into his lane (probably because the driver fell asleep). Swerving hard left over the low concrete divider and into the oncoming lanes, which fortunately were empty of traffic, was the only way to avoid a collision. However, all four hubcaps abruptly departed the car. He never did try to find them, just being happy to have avoided a collision.

THANKS FOR THE SUPPORT

I came in second in the National election for SE Director. I was unable to attend any of the National meets to campaign and this hurt the results. I was informed that 1,893 ballots were cast (a record) and that 67 were received from Virginia. The election chairman did not give me the vote count by said that I did well and encouraged me to run again. Thank you for your support! AND - I am flattered to win the Lebkicker Award. There are many members who work hard for the club who deserve recognition. Thank you! *Editor*

OCTOBER MEETING

The NVRG popular "Show and Tell" program proved entertaining again. Samples: **Charlie Morrison** lead off with a mystery device that no one, including **Buzzy Potter**, could guess. It was an early deceleration device that inspectors used to judge the efficiency of the brakes! **Dave Gunnarson** displayed BIG truck suspension parts. **Hank Dubois** explained differences in aluminum heads. **Tom Shaw** brought a governing device for Model A's; **Ed Mascali**, a carburetor used in racing; **Tom Lumpkin** had a complete Ford script binder with complete service bulletins from 1928-1938 with an estimated value of \$1,200 plus!



Tom Shaw with gizmo #2



Charlie Morrison gizmo #1

Butch Myrick showed what a flood will do to a clutch. **Cliff Green** showed one of three bound library additions of Ford News and a period square Ford yard stick. **Tom Shaw** brought a huge variety of desserts...yum!

2002 EASTERN MEET - JULY 17-20

Heads up for those NVRG'ers who plan on going to Vernon, NY for the Eastern National. The meet Hotel is filling up fast. I recommend you reserve your room now (you can always cancel). Vernon Country Suites 1-866-829-3400

2002 REFRESHMENT SIGNUP

We are looking for volunteers to provide the meeting refreshments for next year. A signup sheet will be circulated at the next meeting. If you haven't signed up before, please consider it this time. If you won't be at the next meeting and want to participate, call Dave Gunnarson at 703-425-7708.

SELL/WANT

Wanted: Late 32 or 33 - 34 rear axle assembly, drum to drum. 32 running boards. Also need misc. other 32 chassis, interior and mechanical parts. John Ryan 202-586-8823 (work) or john@ryanweb.com

Sell '40 Woody Third Seat (01A tag on bottom spring), original upholstery, \$350 Bob Aronson 203-874-7916

Wanted: 1 pair of front fenders in good condition for a '53-'56 Ford pickup. Also a radio speaker grill for the same year pickup Jason. (540) 786-5819 JFJretired@aol.com



RECIPE OF THE MONTH

HOLIDAY APPETIZER CROSTINI WITH WALNUT BLUE CHEESE

CROSTINI

1/4 cup Mazola canola oil 2 garlic cloves, pressed
1 (8 ounce) French baguette,
cut diagonally into 1/4 inch thick slices

STIR together oil and garlic; brush evenly on bread Slices. Place bread on a baking sheet.

BAKE at 350 degrees for 10 minutes or until lightly toasted.

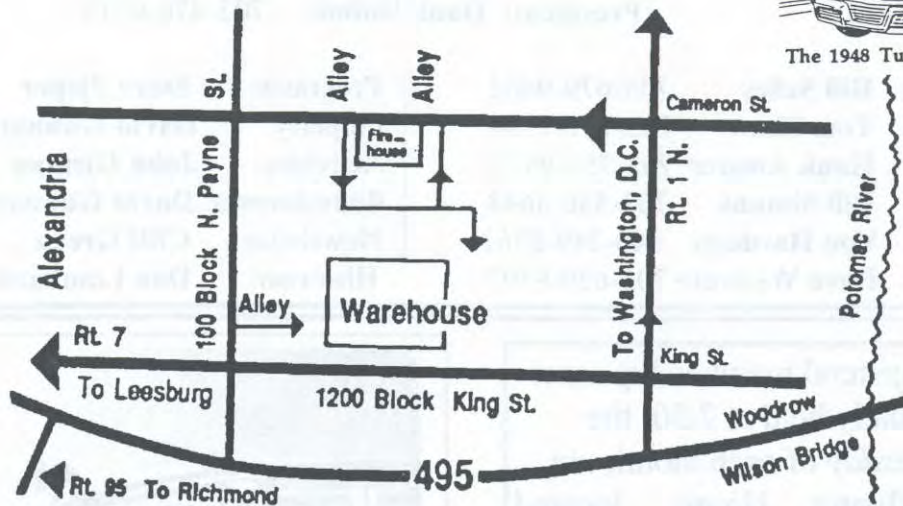
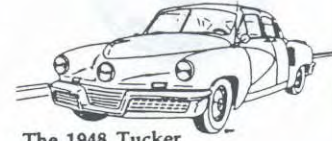
WALNUT BLUE CHEESE

1 (8 ounce) package cream cheese, softened
1 (4 ounce) package crumbled blue cheese
2 tablespoons whipping cream or milk
1 cup chopped walnuts or almonds, toasted and divided
1 cup seedless red grapes, coarsely chopped
STIR together cream cheese, blue cheese, and whipping cream until blended. Stir in 1/2 cup walnuts; gently fold in grapes.

SHAPE cheese mixture into 1 (9 inch) log. Roll log in Remaining 1/2 cup walnuts. Serve with crostini.

BEA AMSTER

TUCKER COLLECTION TOUR, SATURDAY, NOVEMBER 17TH, MEET AT WAREHOUSE AT 12:30 OR CAR POOL FROM FAIR OAKS AT 11:45. CONTACT VON HARDESTY 540-249-8561



MEMBERSHIP MEETING NOVEMBER 18TH 7:30

SLIDE SHOW OF HERSHEY 2001
REFRESHMENTS BY DAVE BLUM

TIME TO RENEW

\$15 ANNUAL DUES BY JANUARY 1

Mail your check to Hank Amster
8543 Foal Court
Gainesville, Virginia 20155



Names (include spouse) _____

Address: _____

City/State/Zip: _____

Telephone: _____ Work: _____

Email: _____

Car one: Year _____ Model _____ BodyStyle _____

Car Two: _____

Car Three: _____



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

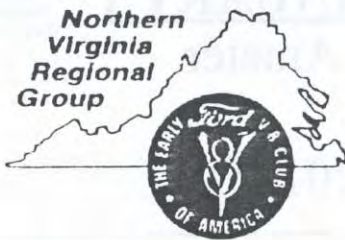
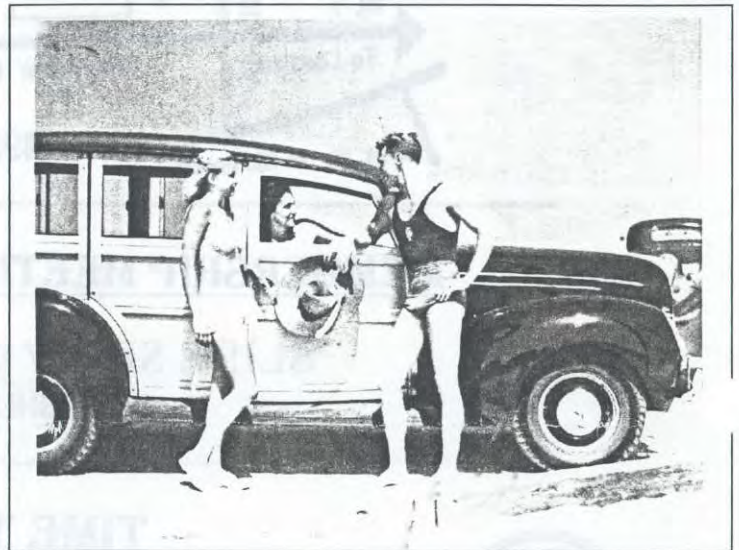


President: Hank Dubois ...703-476-6919

Vice President: **Bill Selley** 703-679-9462
Secretary: **Tom Shaw** 703-771-9374
Treasurer: **Hank Amster** 703-753-9575
Membership: **Bill Simons** 703-536-3648
Tours: **Von Hardesty** 540-249-8761
Past President: **Dave Westrate** 703-620-9597

Programs: **Steve Pieper** 703-860-2801
Property: **David Gunnarson** 703-425-7708
Activities: **John Girman** 703-242-1459
Refreshments: **David Gunnarson** 703-425-7708
Newsletter: **Cliff Green** 703-426-2662
Historian: **Don Lombard** 703-690-7971

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, Virginia. Check the newsletter for occasional alternates sites. **SEE YOU THERE**



FIRST CLASS MAIL

**Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 22183**