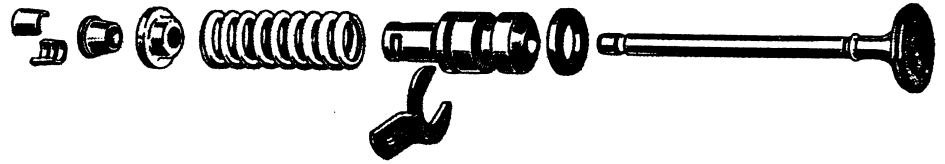




VALVE CLATTER



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

<http://clubs.hemmings.com/v-8northernvirginia/>

Volume XXVI, No. 11

November 2003

Cliff Green, Editor

RECIPIENT OF THE 2003 GOLDEN QUILL AWARD FROM OLD CARS WEEKLY



The above NVRG V8'ers (missing Liz Simons), toured the Virginia Piedmont with eleven cars, in glorious weather. Over the scenic Virginia by-ways we went with no V8 ever missing a beat in three days. The pace was leisurely. The tour was uneventful (only one wrong turn) thanks to careful planning by Don Lombard and Ken Burns, who scouted the route week's prior.

The caravan was in touch by Walkie Talkie to keep some semblance of order. Most of the time the traffic was respectful of the old cars and people waved as we went by. The three lunch stops were memorable. We visited antique malls and shops and most of us came away clean. Saturday at Montpelier we were grouped in front of the plantation for photos and then we had a guided tour of the soon to be restored mansion. The restored Exchange Hotel in Gordonsville provided a "Carpet Bagger" guide to show us through the floors full of Civil War artifacts. On Sunday a tour guide in a Confederate Captains uniform lead us through the Chancellorsville and The Wilderness battlefields and described the events that costs 17,000 lives!

(continued page 3)

UP FRONT WITH THE PRESIDENT



November 2003

(The Pres. owns a non-Ford too.....on the Lebkicker Tour)

I've said it before, but it bears repeating What a great club we have! This past month's activities reflects just that. It was a jammed up, chock-full of events, month with little time to catch your V-8 breath with all that was offered. We hear it all the time, especially from new transferees, on how "alive" our Northern Virginia Regional Group is. And just what is it that separates us from the others? It's you and your fellow members who get involved with the club. People like **Don Lombard** and **Ken Burns** who, after spending countless hours (and days) put together one great Lebkicker tour. People like **John Girman**, this year's very just winner of the Lebkicker Award. **Wendy Pieper** and **Dave Gunnarson** who helped make this year's Hershey a delight with their breakfast culinary talents. **Cliff Green**, our VC editor who with **Eric Sumner**, provided last month's meeting program, and so it goes, on and on each month with different individuals who put in real efforts making a success of it. Past president **Dave Westrate** had a motto: If each of us put in a little, we all get a lot out. How true that has proven to be. Of course the club means different things to each member. There are some who relish everything, and others who may be more selective such as attending the monthly meetings or touring only certain events. Whatever the desire, I think the club offers something for everyone, and that's what makes us successful and fun to be a part of. Thanks to all.

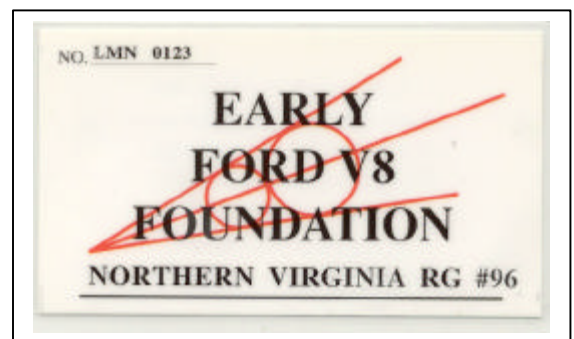
Soon to add to our success is Bill Simon's friend and new member, **Jim Hash**. Jim owns a limousine service and has in the back of his mind an early V-8 Ford limo that would be added to his fleet. Now that would be neat. Welcome Jim!

Jane Wild reports that husband Bob is doing just great after a section was taken out of his intestine. Give Bob a call and check up on him. His '42 Ford Convertible debuted at Rockville.

The club recently received a letter from The Early Ford Foundation thanking us for our contribution which made us a Life Member of the organization. They hope to start construction soon on their museum in association with the Gilmore Museum located in Hickory Corner, MI.. This will be a great destination trip, won't it?

Well, on to the next V-8 event. Dave Gunnarson will provide a program on the two brush generator at our next membership meeting. See you there,

Steve

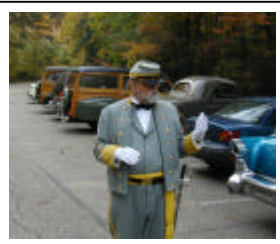


LEBKICKER (cont)

Leo Cummings and his friend Linda joined us at Orange, Va. for the entire day. Jason and Dee Javaras joined us for the Sunday portion of the tour. It was wonderful to have the Vincents with us for the entire trip.

At the awards presentation back at the motel, John Girman was presented the Annual Lebkicker Award for his contributions to the betterment of this RG as demonstrated by the attributes of Mr. Dick Lebkicker.

The tour members all had a wonderful time – join us next year.



T E R E T E A



Green **1976** *Selley, Amster*



2003

HERSHEY 2003: SUN SUN, SUN!!!

Ken Gross

The car companies just don't get it.

BMW invited me to go to Malaga, Spain, this year for the new 2005 6-Series coupe launch. I turned down trips overseas – that conflicted with Hershey – for the last two years with Mercedes Benz (for the SL500 and the E55 AMG). Once again, I had to explain to another group of German executives (a) what Hershey was and (b) why I wasn't going to Sunny Spain. The rain fell on Spain's plains, but we basked in the sunshine for what may have been the best Hershey weather in a decade.

Once again, my good friend, Dr. Mark Van Buskirk, flew out from Crown Point, IN, and this time he brought his freshly restored '32 Ford lakes racing roadster. He entered the car in Class 24A, for race cars, because, as you all know, there still is no separate class for hot rods at Hershey. Mark's car won high awards at both the Oakland and San Mateo Roadster Shows, appeared at LA Roadsters on Father's Day, this year, and won its class at the California Classic on Rodeo Drive. For Hershey, he installed metal valve caps, painted numbers on the doors with white shoe polish, ensured his car matched the official qualification photos, qualified it with AACA judges, toured the stadium with race cars and high wheelers on Thursday and took home a First Junior on Saturday.

Some AACA judges panic when faced with an unknown situation. My friend Beth Myers brought her elegant 1932 Ford Cabrio with one-off Pinin Farina coachwork. It won best in class at Pebble Beach, in August, in Pre War, Custom Coachbuilt Fords. The first team of Hershey judges pronounced it a 'clever fabrication' and marked it down. Fortunately, a second judging saved the day for Beth. See it on page 46 of this month's V-8 Times.

A few weeks ago, I wrote a piece for the issue of *Old Cars Weekly* that was distributed at Hershey this year, arguing that it was high time the AACA created a separate class for historic hot rods. In point of fact, Kirk F. White, Jerry Duncan and Lynn Paxton thought it had happened. They'd argued for a new class, Class 37, and then were sandbagged at the February Annual Meeting, when they were told senior AACA officials had "rescinded" the class. They're going to try again in '04. Meanwhile, I had mixed comments on my OCW story. But hey, if Pebble beach, Amelia Island and Meadow Brook Hall allow authenticated historic hot rods, how long can the funnel cake crowd hold 'em off?

Fortunately, the Car Corral is back on blacktop again. I was smitten with the two '34 Ford sedan deliveries. The orange car from Canada was expensive at \$46K; the black one from Hyman, Ltd., was something like \$52K! I know they are rare

birds but that seems like a lot of \$\$\$\$\$. I liked the red '40 coupe with the First Junior badge, but never found the owner. A pleasantly worn black '39 Standard business coupe was reduced from \$18K to \$17K but it still hadn't sold by Saturday afternoon. A decent black '40 DeLuxe coupe in the White field, sounded very nice with duals, and sported a \$28K sign...I heard it sold for \$25,000. Remember when you could buy the best '40 coupe in the world for well under \$5K? I paid \$150 for mine, back in 1958. Does anyone know if the red '40 coupe with a First Junior badge, on display in the Car Corral, ever sold, and for how much?

I covered the White field first, in the unlikely case of rain, towing my old Radio Flyer wagon with a spare Freiman dual intake. I swapped the Freiman plus a little cash for a very rare E&S/Multi 4-carb manifold owned by a guy from Michigan, who really didn't know what it was. Naturally, he didn't know what my Freiman was, either, but I managed to tap dance him through a deal. 86 manifolds now, and counting. Trish thinks when I turn off the lights in the garage, the manifolds are actually breeding...she goes out there to get her gardening tools and doesn't quite understand how they have multiplied and migrated to yet another wall. I suggest to her it's an annuity.

I am still uncertain about the asphalt for the Red and Chocolate fields. It just doesn't feel the same as when the vendor spaces are on grass and dirt. And at the end of the day, after walking on that hard surface, you're tired. Food's getting better, though; Ruth's crab cakes in the White field are excellent; you can't beat Bricker's fries, sizzling fresh out of the fryer, and if you haven't sampled a smoked turkey leg, you're missing something.

I picked up a pair of Coker 450/475-16 blackwalls for my "new" '34 5W. I also bought a vintage onyx shift knob to match its blue tuck and roll interior. The seller had two shift knobs, one for \$52, the other for \$100. When I asked why the disparity, he replied, "I mark them up based on what I pay for them," Naturally, I bought the \$52 bucker...and it was really the nicer of the two. Isn't that just like Hershey?

I love walking the fields, listening to people bargain. "Wudjatake ten for it?" "How's fifty sound?," "Whatcha want for it?" Most stuff seems to be marked up 10-15 percent so people can bargain. Every little badge or trinket tells a story. I'm not in the market for a Kissel Kar Company 25th Anniversary pin, but some Kissel owner would love it. Old photos, most with people long gone, provide a wealth of entertainment. Tag toppers, license plate frames, petroliana, back issues, rusty tin...it's a visual feast.

My friend Joe Caputo, an upstate NY Chevy dealer who collects V-8 Fords, has a running monologue... "I'm in love that with car," he'll say over and over. Or "that car has the look, doesn't it?" He always brings a couple of

(Continued page 5)

old cars, sells them, buys more, sometimes sells them, and almost never leaves the Corral. He's a trip. This year he sold a '50 Merc coupe and bought a '41 Ford pickup. He's always happy to make a few grand and flip 'em. Me, I fall in love and can't sell anything.

The AACA still doesn't make Hershey easy, with daily parking rearranged yet again, thoroughly jumbled vendor spaces, and wired fences wherever, it seems, you want to cross a street or enter a field. This year, among the five days of continuous sun and all the tarred surfaces, there was a lot to like. Sorry I never made it to the Penn...I've fallen into a routine with old out-of-state friends that hardly changes from year to year. Next year I'll find you guys. I'm glad we had a chance to say hello as we passed in the aisles.

See you next October 5th – Who would miss it!

1935 FORD GETS INTERNATIONAL RECOGNITION *Charlie Morrison*

In early 1988 several local businessmen decided to hold a Concours d' Elegance here in the Washington metropolitan area to benefit KIDS, an organization fulfilling the "Dreams of gravely ill children". As most of you know the original Concours is held at Pebble Beach, CA and features some of the finest cars in the world. The sponsors here included RJR-Nabisco, GE, Philip Morris and many other prominent companies. The program book contained ads from Porsche, Jaguar, Rolls Royce and other classic car manufacturers. One of my favorite pictures from the program is of Buzz Potter, straw hat, blazer and two-toned shoes standing by his entry his 1929 Packard Phaeton. The event was by invitation only (I never did figure how I got in) and was held on May 15th 1988 on the lawn of the Guerzon Estate on River Road in Potomac (next door to the home of Linda Evans, Wonderwoman). In addition to Buzz and myself the Vincents were also entered with their 1940 Convertible. The venue was first class with a large tent where the sponsors and special guests sipped champagne while overlooking a stage surrounded by flowers. The winners received the awards to the sound of polite applause by numerous guests.

I was lucky enough to win first place in my class and after driving onto the stage to receive my award the announcer leaned into my window and told me to return to the back of the line. I explained that I only had this one entry and he told me to do as he requested. Well much to everyone's surprise (and known to only a few officials) a celebrity had been invited to attend and select from all the cars (some of which I had only read about) the car he would most like to own. The special guest was Jody Scheckter world famous Formula One driver and winner of ten World Championships including the Monaco Grand Prix twice. I was thrilled when he presented me with a special award and spoke very kindly about how much he thought of our little '35 Ford Coupe. I then remembered him coming by during the show to chat about the car but I sure didn't know who he was at the time. I believe

his son Tomas is now on the racing circuit and I hope to contact Jody on the Internet sometime.



Charlie Morrisons Famous '35 at Clifton Labor Day Show

In 1989 a second Concours was held at George Mason University and I was invited again along with another Regional Group member named Charles Cake (1936 Ford). I don't believe any more were held in this area. Or maybe they had them and didn't invite me.

I thought some of the newer members might enjoy a story about the "old days".

FORD TOOL CHECKS *Dave Gunnarson*

My primary reason for owning an old truck is to have an enjoyable hobby, so my goal is to have fun. At Hershey I learned of Ford tool checks. These are small triangular brass tokens about one inch long on each side. They were used to keep track of tools and equipment checked out of company inventory by employees. One side is stamped with the Ford Plant location, a script Ford logo and a four digit number preceded by a letter (at least all the tool checks I saw were



this format). There is a photo of a tool check on page 45 of the March-April V8 Times. One of these makes a neat key chain fob for the early V8 vehicle.

One vendor in the Blue field at Hershey this year had a collection of about 75 to 100 tool checks all stamped with the Rouge plant name. I looked for the four digit number of 1935, for my '35 truck, but all of the checks numbers were between 5000 and 9000, so I looked for one that ended in "35". It turned out there was only one like this and I bought it. One week later while showing it to a friend at work, I paid attention for the first time to the first two digits preceding the "35". Anyone that knows their model numbers could tell you that the 1935 Ford big truck is a Model 51. I was amazed to notice that the first two digits were "51". What are the odds of that? Also, I think that the big trucks were made at the Rouge plant, so this token is a real keeper for me and part of the fun of the hobby.

NVRG SHOWS CARS AT THE ARMED FORCES RETIREMENT HOME

By Hank Amster

On Sunday, October 5th, eight cars from the NVRG left the Fair Oaks departure site at 9:AM to attend the Antique Auto Assembly at the Armed Forces Retirement Home in Washington, DC. Among the drivers were Girman, Green, Amster, Martin, DuBois Morrison, Burns and the Blums, our convoy leaders. We drove Interstate 66 across the Roosevelt Bridge, wound our way onto Rock Creek Parkway, and continued to Arizona Avenue where we intercepted Upshur Street for a straight shot to the beautiful Retirement Home campus.

This event is not billed as an antique car show, but rather an “Antique Auto Assembly” for good reason. The participants are treated in a first class manner—no entry fees, free breakfast and lunch vittles, and the opportunity to show old cars to a most appreciative and grateful audience. The Retirement Home residents were in awe of the over 100 beautiful rolling relics which were parked around the well manicured grounds of the historic buildings. It gave the participants a sense of gratification to know they were contributing to the enjoyment of these former servicemen who had given so much during their careers to assure the security of our country. They longed to engage the car owners in discussions about their memories of the cars, and it served to remind us of how little it took on our part to gratify those people by taking our cars for them to see and appreciate. It certainly was not a payback for their services, but just another way of continuing to say thank you for your efforts in protecting us over the years.

There were two awards given at the end of the meet. One was the residents’ popular vote trophy, given to the owner of a Model A. The second was the Director’s trophy, a huge towering edifice awarded to none other than our editor, Cliff Green, for his beautiful ’40 Woody. As a further reward, in company with the Home’s Director, he got to lead the entire entourage around the grounds so that those residents who were immobilized could catch a glimpse of the cars.



The Model A’ers joined our group for the return trip via the same route. Our trip home was not uneventful, as two V8’s decided to stall out at a critical intersection on the Rock Creek Parkway. But after some pushing and grinding, they again made their way into traffic and all returned home successfully. It was a beautiful day, a wonderful drive, and a chance to show some humility to deserving souls.

FRANK BUD GUZZO A TRUE V8 FRIEND

Jeanette Hall

You sometimes wonder why certain things happen in your life and why certain paths cross. Some are good paths and experiences and some are very unpleasant. Barry and I met Bud Guzzo at the 1988 Grand National Meet in Dearborn, Michigan when his 50 Ford was parked next to mine on concourse show day. We became immediate friends and had completely different backgrounds but he appreciated my car and what I had done to restore it. Bud would always visit us on the show field in Hershey and would take a picture of “Pierre” and send it to us. Our day was always brighter after he visited and we looked forward to seeing our “Midwestern” friend each year and talking to him via phone calls during the year.

One of those calls brought bad news – the cancer had reappeared and he would not be in Hershey. He underwent many new and experimental treatments to try to get the cancer under control but things were not looking good. We wanted to visit him in northern Illinois during Christmas vacation in 2001 but severe weather prevented it but we called each other frequently and the news was always upsetting and the time given for survival kept getting shorter. We felt like he really wanted us to visit so we left Virginia in August of 2002 for the long trip to Lindenhurst, Illinois. We will never regret that trip! We had a great visit the first day with Bud, his brother and another couple (also great friends) from central Illinois who came up to meet all of us. We made a decision to go to Lake Geneva, Wisconsin for two nights to give Bud a rest and then would return to visit him again. Our return visit resulted in spending a full day with Bud – visiting his home, his brother’s home (both face lakes) and touring northern Illinois and southern Wisconsin. The other couple and their son joined us and were our “drivers” for the day. Bud directed the tour that day and wanted to show us his part of the country and we loved it especially Lake Michigan and it’s beautiful blue-green color. We all took a rest and met again that night at a cruise-in at the local McDonalds. Bud was out of energy by that time but he was able to make one walk around the parking lot and told us the history and details about each car. Bud and I sat in his brother’s car and had a long conversation about his illness and about friendship. Our trip home was full of sadness.

Frank “Bud” Guzzo died seven weeks later on September 27, 2003. His funeral was in Chicago where he was born and lived for many years and the local V8 Ford Club drove their cars to the services. Bud’s greatest wish was to attend the 100th Anniversary of Ford but he did not make it in body but his spirit was there and we thought about him both times we stayed at the Hyatt Regency this summer and about the first day we met him in that back parking lot and wished that he could have been there again.

Our life was enriched by the friendship made through the V8 Ford Club. You just wonder why all people cannot be like Bud. We guess it just is not meant to be but we will remember our friend from Illinois forever. This will be our second Hershey without Bud but we know he is watching over us!

THE HERSHEY FIND

Jason Javaras

Dan and I came upon a guy who was selling a variety of "stuff" in the White field on Friday. The thing that caught our eyes was a Ford sign that towered over his vendor space. The sign was made of heavy plastic and measured 5 feet by 8 feet, having a huge blue oval Ford script and large "USED CARS" beneath the oval. We both laughed and said how well it would look on our garage wall. Being Friday we were running out of funds and knew the sign would be a bear to transport home and so we walked on. About 100 feet further I could see that Dan's brain was working and he decided to go back and dicker with the vendor over the sign.



Returning, Dan said that he had good news and bad. The bad news was that although the asking price was not bad, it was more than we had between us. The good news was that the vendor was leaving that night and really had no way to take the signs home (turns out he had two of the signs). Dan offered him a very low price for both signs and he reluctantly agreed to renegotiate with us if we returned at 3:00. At 3:00 sharp we drove our truck onto the white field and made the vendor a best and final offer. To our own surprise he agreed to our offer and we were off and running with our prize before he recovered from the transaction. As we were leaving we overheard one of his fellow vendors saying "you sold them for what? Are you crazy?" To make a good story better, we had measured our truck cap and were very doubtful that the signs would fit but to our mutual surprise both the signs fit the truck bed like a glove. We were already thinking of how we would bungee those signs to the top of our truck for the ride home to Virginia.

Anyway one of the signs now resides in our garage. The other one will go with us to sell at Spring Charlotte next year. It's always fun to come home from Hershey with at least one bargain.

FOR THE LADIES

Wendy Pieper

If it's October, it must be Hershey time! Once again, I put in for vacation time to join my husband on his quest for the

"holy grail" of car items along with sharing fun and fellowship with "the guys".

I view this event as a time to be with Steve, enjoying his hobby and the simple pleasure of walking (many miles) and talking, finding just the perfect part or a clock from my childhood (a "find" that made my day), taking pictures of people and unusual items (my favorite past time), eating Polish sausages and Funnel cakes (a no-no at all other times) and just taking it all in...again!



Nothing changes from year to year except the weather which was absolutely perfect, and the breakfast preparation which was shared by Dave Gunnerson and me, and our camp site which was on a more

level ground than last year. But that's what makes Hershey so memorable...its predictability and a piece of Americana that has a global appeal (many foreigners are in attendance), and it seems to be attracting more vendors each year, creating a marathon walk!

We women think we know what "shop till you drop" means, but the guys at Hershey have it all over us when it comes to getting up and walking the entire white, blue, chocolate, red and whatever other color they chose to include. Then, just like us, they look forward to gathering 'round the camp site for the "show and tell" of the daily catches. The items they pull from the paper bags may be a bit rusty, but the joy is shared by all in the find! It's like finally coming across the perfect "little black dress"!!!

I must confess, three days in a tent did get old and the thought of a shower seemed like the best gift I could have, but I would (and will) do it again for the pure pleasure of being with Steve, exercising, and being able to eat junk food and not feel guilty! I extend an invitation to all V8 women who have not experienced this "slice of life". And who knows, you might find the experience enjoyable!!!



BACK PAGE PICTURE

Continuing with the auto/truck theme with airplanes, here we have a '37 1 ton panel delivering bags to a "Flagship" American Airlines DC-3. The copilot's duty was to open the window (weather permitting) and display a triangular "AA Flagship" red and blue flag prior to arriving at the terminal. He forgot for this photo!!



BILL DEMING
201 Leslie Court
Sterling, VA 20164
703-421-3904 '39 Tudor

HARRY NEAL
915 Conway Rd.
Fredericksburg, VA 22405
henpln@aol.com
41 S D/L Convert.



THOMAS WILLIAMS
7204 Wesley Tyler Rd
POB 226
Clifton, Va 20124 1949 F-1 6 cyl

ROCKVILLE

The NVRG was well represented in the City of Rockville's 100th Anniversary of Ford at their annual Antique and Classic Car Show. Eleven members were chosen to display their cars in a special area representing all the years: Bill Fox --'34, Henry Dubois-'35, Patrick O'Neil-

'37, David Blum-'39, Cliff Green-'40, Bob Wild-'42, Butch Myrick-'47, Jason Javaras-'47, Bruce Mazzie-'50, Jim McDaniel-'51.

A caravan of Fords left the Fair Oaks for the show in beautiful fall weather. Beside the above, Amster, Deming, Girman, Selley and Cummings joined.

The NVRG group secured a beautiful picnic spot on the hill that over looked the 500 cars on the show field. A most pleasant venue – some enjoyed it more than Sulley! There was a small flea market, numerous food vendors, ample rest facilities and plenty of grass and shade plus congenial members – what more could a V8'er want!



IT S DUES TIME ONCE AGAIN

PLEASE SUBMIT \$15 MADE OUT TO

Northern Virginia Regional Group and mail to

Jim McDaniel, 7112 Ayers Meadow Lane, Springfield, VA 22150

You must belong to the National to be a member on any RG

NAMES (INCLUDING SPOUSE) _____

Fill in parts that have been changed

ADDRESS: _____

CITY/STATE.ZIP _____

TELEPHONE _____ EMAIL ADDRESS _____

CARS OWNED _____

If you do not want to cut this out, use any note paper with info.



NVRG GALA HOLIDAY CHRISTMAS PARTY

Saturday, December 6st
Cocktails beginning 7pm, Dinner 8 pm

*Country Club of Fairfax
5110 Ox Road
Fairfax, Virginia*

*\$30 per person
attendance limited to 50
reservations*



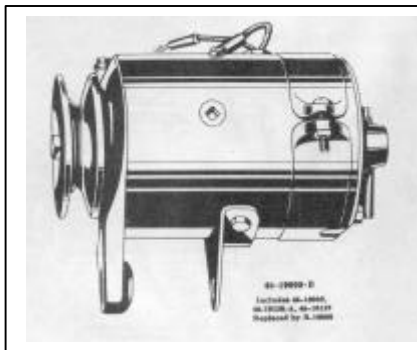
For your dinning pleasure

*Filet Mignon with Hunter Brandy Sauce & Mushrooms
or
Chicken Oscar stuffed with crabmeat*

*with: Salad of the Manor, Potatoes au gratin, asparagus 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 28th to Steve/Wendy Pieper 703-860-2801
for email at swrcpieper@erols.com



THIS MONTH'S MEETING

DAVE GUNNARSON WILL TELL US ALL YOU WANT TO KNOW ABOUT THREE AND TWO BRUSH GENERATORS – DON'T MISS IT!

Refreshments, fellowship and V8'ing
7:30 Hunter House, Nottaway Park, Vienna



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: **Steve Pieper**.....703-860-2801

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Property: **Eric Sumner** 703-709-4164
Activities **Dave Westrate** 703-620-9597
Historian : **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
Web master: **kenb@headstartinfo.org**

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