



Northern Virginia Regional Group



[www.nvrg.org](http://www.nvrg.org)

# Valve Clatter



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

2010 – Old Cars Weekly Golden Quill Award

2010 – Second Place, Early Ford V-8 Club Newsletter Contest

Volume XXXIII, No. 7

July 2011

Ken Burns Editor

# FATHER'S DAY AT SULLY

**NVRG's 1951 Shoeboxes RULE at Sully**

By Jim McDaniel; photos by Jim McDaniel and Jim Yergin of the National Woodie Club



Char McDaniel stakes out our traditional spot.



The usual suspects begin to gather.



Sully is truly a three generation event.

For the first time in my memory, our Club's 1951 Fords swept their class at Sully! More on that later (but I just had to get that out of the way out early).

Father's Day at Sully started out looking pretty grim. The weather forecast was for overcast skies with intermittent rain throughout the day. Having an all-metal car that is reasonably watertight, Char and I decided to throw caution to the wind and take a chance. We left the house early, to arrive at Sully early enough to establish our Club's claim on our traditional picnic spot under the big tree. True to form, as soon as we left the house for the 45-minute drive to Sully, the rain began.

Also true to form, I discovered early on that something has gone amiss with my wipers, and the driver's-side wiper refused to budge. It has been a long time since I'd needed them and had not properly "pre-flighted" my wipers prior to takeoff. Luckily it wasn't a frog-choking rain, but it was hard enough at times to make me squint pretty hard through the beaded-up windshield. A fresh coat of Rain-X sure would have gone a long way.

By the time we arrived at Sully, we'd driven through the main rain shower and it was clearing. The grounds were damp, but it had not rained hard enough at Sully to generate any mud. It dried out pretty quickly and was OK by the time most of the show cars arrived. It remained cloudy all day and threatened rain several times during the day with a few drops, but we had no significant rain the rest of the day. Luck was with us.

The weather scared some people away, however (*Editor's note: Yes, I was one of the Woosie Woodie Weather Guys who obviously missed a great time*), and overall show attendance was not quite as high as

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## *Up Front with the President*



### *July 2011*

Have you ever noticed how many great events our club puts on? We have fun things going on all the time. Despite the frantic hustle and bustle pace that we contend with in the Northern Virginia area, we are lucky to be here and part of the Northern Virginia Regional Group of the Early Ford V-8 Club. Despite a grueling daily pace, it's an area that allows us great weather, access to services, and, when we want to, the ability to get off the busy fast lane of life in NoVa, slow down a bit and enjoy a meandering back roads drive in the slow lane all the while making memories of great times and fun people. The NVRG is an enjoyable alternative to the daily rat race.

So far this year, our members have attended several neat events. Our relatively short, mild winters (although we do get reminded how harsh winter can be every so often), allow for our monthly meetings and garage tours. It makes it easy to look forward to Spring. Everyone always looks forward to spring, even though the NVRG pace picks up a bit with events like our annual Poker Run in April and Fairfax Car Show in May. Before you know it, spring has turned to summer and we're busier than ever with work, construction and home improvement projects, vacations and all sorts of other things. Luckily, our hobby kicks into high gear with all the shows, tours and flea markets that one can go to give us a break. Of course, while the hot and humid weather leaves our V-8s and 12s running a bit hot, it all still beats winter, work and mowing the lawn. And when we make time for our hobby, those long days and warm nights allow us to enjoy our friends, our V-8s and make those summer memories that we all cherish.

So far the summer season of 2011 has seen memories made at the combined Lincoln-Zephyr / Lincoln Owners Club Gathering of the Faithful in Cumberland, MD, as well as closer to home, at the annual Sully Car show. Many of us converged on Sully for a great car show and flea market and had lots of fun. (Please be sure to read the write-ups inside!). If worried that that you won't be able to make any V-8 memories this year, don't fret. You still haven't let all the fun times slip by – we still have lots of great events to look forward to.

Several members our will be enjoying the EFV-8 Eastern National Meet in beautiful Saratoga Springs, New York, from July 11<sup>th</sup> through the 14<sup>th</sup>. The meet is sure to be a dandy and we plan to have a full report at this month's meeting. "What!" you say? How can that be – "Isn't our meeting on Tuesday 12 July?" Well, no, the July meeting is on the **third** Tuesday, the 19<sup>th</sup> of July. Your Board of Directors met, and decided to move the meeting to the 19<sup>th</sup> of July due to the dates of the Eastern National Meet. Of course, the result of all this is that you'll be able to get a meet report at this month's meeting! How's that for service!

As for our upcoming local events, see inside for details on the ever popular NVRG Summer Bar-B-Queue picnic, once again hosted by Art Zimmerli on his hilltop farm just 12 miles west of Warrington, in Amssville. As always, this will be a phenomenal event, with great food, wonderful cars and, a fantastic bunch of folks that makes the day just whiz by. Check out the details inside the Valve Clatter and be sure to RSVP to John Ryan as soon as possible. The date is Saturday, July 23<sup>rd</sup>. Mark your calendar and we'll see you there.

The dog days of August mean warm summer evenings and the NVRG's annual Drive-in Movie Night in Stephen's City. If you've never been before, it's a great stroll down Memory Lane. If you have, please join us again.

As you can see, summer time offers a lot fun things for NVRG members. We're lucky to live in such a diverse area that gives us the opportunity to have fun no matter where we go or what we do. I know that summer is a busy time for all of us, but if you get the chance to slow down a bit, join us for one our summer events and make some of those cherished summer memories. You'll be glad you did!

See you on the road,

*John Sweet*

## JUNE MEETING

### The 2nd Annual Ice Cream & Art Social

By Mark Luposello



John Sweet brought this neat poster of Clark Gable in a 1939 Lincoln Zephyr 3 Window coupe

Well we were certainly blessed with another day of great weather for the 2nd Annual Ice Cream & Art Social, maybe even nicer weather than for the inaugural event last year. What could be a better kick off to the summer season than conversing with good friends about interesting Ford art and memorabilia on a beautiful 70degree/low humidity evening while indulging in ice cream sundaes.

And indulge we did! The Gunnarson's put out an elaborate ice cream sundae bar complete with all the fixin's – nuts, chocolate syrup, caramel, hot fudge, chopped fruits, sprinkles, and whipped cream to name just a few of the yummy extras. So those of you who missed it, don't make that mistake again!



We had a great turn out of spouses and children, all of whom seemed to have a very enjoyable evening. To my surprise, it was the "big kids"/club members, who seemed to have the most fun at the ice cream bar. I definitely noticed a few 5 scoop

super deluxe sundaes chock full of fixin's walk by in the hands a normally reserved V-8er. For those able to see over their sundaes, they were treated to art forms ranging from early original advertisements, in the form of posters and wall hangings, to a lamp made from a transmission cluster gear, to photographic images of prized early V-8's, to Ford related artistic renderings. It surely was an eclectic mix of items.



Mark Luposello and John Sweet admire Eric Sumner's 1934 Richfield Gasoline poster

Dave Gunnarson was honored for his informative presentation at an earlier meeting about the airship USS Los Angeles. President John Sweet presented him with a functional metal toy replica of an airship in gratitude for his efforts in preparing that informative evening.

Thank you Dave!

### NVRG DRIVE-IN MOVIE WEEKEND

Saturday, August 20<sup>th</sup>

- ✚ Depart Fair Oaks Mall @ 2:00 PM.
- ✚ Arrive at [Holiday Inn](#), Stephens City, VA @ about 4:00 PM. **Note:** A block of non-smoking rooms is being held until August 13<sup>th</sup>. Call hotel at 540-869-0909 and ask for a room from the Early Ford V-8 block. Price with tax is \$69.55.
- ✚ Dinner at a restaurant (TBD) in or near Stephens City @ about 5:30 PM.
- ✚ [Family Drive-In](#) in Stephens City @ about 8:00 PM. Bring an FM radio/boom box, lawn chairs and a sweater or jacket.
- ✚ Sunday, August 21<sup>th</sup>, breakfast at hotel, historic site or other activity on return to Fairfax, stop for lunch at an interesting restaurant along the way.
- ✚ Contact Hank Dubois, 703-476-6919 or [hcubois@juno.com](mailto:hcubois@juno.com) if you're coming.

**Groovy Thursday**

By Bill Simons

About 2 years ago I had reached the point in my Woodie restoration where I began thinking about what originally went on the rear floor in 1949 station wagons. I called my contact Tim at Nick Alexander's woodie restoration shop in LA and he told me that Ford glued old fashion tan linoleum from under the third seat back to the tailgate. Naturally, I asked where I could find linoleum of this type and he gave me the name of Tony Lauria at [Battleship Linoleum](#) in Landenberg, PA, who he said was the only source for this material in the US.

I carefully measured the area to be covered and ordered a 5x4 foot piece from Tony. It came with complete instructions including directions on how to groove it so that it matched the original. It sat flattened out under our bed for 2 years until last week when I called the only person I know who owns a router and knows how to use it. Dave Westrate was happy to help and we set the date of Thursday June 9 as groove day. Dave picked up an 8x4 plywood board and some square tubing while I searched Sears for the correct router bit.

June 9 was sunny and hot as we started the project, first in the shade, and then in the sun towards noon. Dave had made a jig with the square tubing, exactly the width of the router and it took us about 30 minutes to get set, making numerous measurements before we cut the first practice groove on a piece of scrap linoleum.



Dave's custom made route jig.

The bits I bought were not correct but by chance Dave had the correct bit in his router tool kit. We made the first real groove about mid morning, first very slowly, then faster as our confidence increased and by noon we had cut 45 grooves 5/8 inches apart, to reach the half way point. We finished after lunch as the temperature reached 100

degrees in the shade. We next cut the linoleum to fit the contour of the car using a pattern that I had made out of an old tablecloth.

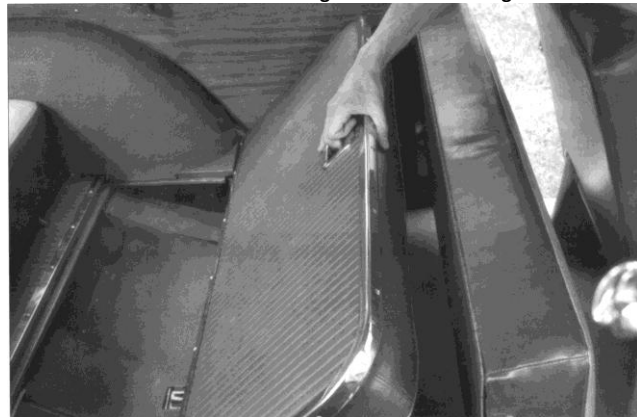


Router Warriors feeling the record heat.

Completing the linoleum floor was the last hurdle to jump in order to complete the restoration and as I drove the woodie home and the temperature reached a record tying 102 degrees I was doubly blessed; not only was my floor ready to install but my temperature gauge never crossed the halfway mark.



Linoleum installed – the grooves are die-straight!



In 1950 the middle seat folded but the linoleum remained the same. Ford promotional photo – Lorin Sorensen – "Famous Ford Woodies"

### Another Car Stays in the NVRG

By Steve Pieper



1936 Promotional Photo from Lorin Sorensen's "The Open Fords"

The story starts 73 years ago (1938) when my now 91 year old father was 18 and headed off looking for his first car. He came across a 1936 Ford Roadster on the local used car lot but needed to borrow the majority of the \$350 asking price from his dad. No different than in today's times, the answer was "No, it's too expensive and a first time car should be more than two years old". So Dad had to settle for a Model T (\$25) and soon started courting my mother in it. As a side story, Dad painted that model T plaid which I'm told received more than a few looks. One day, at a tea party given by my grandmother, one of the guests commented "You will never guess what I saw today – a car painted plaid! Why, anyone who would paint their car that way should have their head examined." Well, the story goes that Grandma just about dropped her tea cup since her daughter (my mother to be) was dating that guy with the plaid car.

Dad never forgot that '36 Roadster, always mentioning that he sure wished that he was able to buy it. The closest he came to owning one was in the form of a model kit which he still has perched on the desk at his summer cottage serving as a reminder of his not so understanding father.

Tom Lumpkin was a favorite of mine....as he was to many – a real gentle man – soft spoken and very generous. One day he presented me with an original 1940 gear shift knob for my pick up. He wouldn't accept a thing for it but a "thanks." I often asked him when he was going to sell me his '36 Roadster

and the answer was always the same .... "You will have to deal with Beverly (his wife) on that one." And so, sadly, it came to pass. It was a very emotional day when I came to pick up the car. Beverly had a tear in her eye as did Tom's daughters who were there to wish the car farewell. With a hug, I promised Beverly that the car would receive the same care that Tom gave it for the past 43 years. That promise seemed to help as a smile replaced the tears. The family could not have been more pleasant and Tom's son in law, Mike, was great as the family's representative in the transaction.

This year marks the 75<sup>th</sup> anniversary of the '36 and Tom owned the car for 57% of its life and 52% of his life. Tom took copious notes, many of which are still in the family's hands but are promised to me after the estate is settled. Just scanning through them was most interesting in that every detail was recorded. Notes found in the glove box have proved to be invaluable towards learning about intricacies about the car. As an example, "When gas gauge reads empty - there is still 1" of gas in the tank" or "Right hand radiator drain stuck but left OK". A complete time table starting at the time of purchase to the completion of the restoration is documented. His efforts paid off in the fact that the car won the first ever *Grand National Award* in 1973 and was featured on the cover of the V-8 Times magazine. And like Tom's 1938, this car will stay within the club which I think is kind of neat.

After Wendy and I hauled the car to the shop, it was pushed to its designated spot and sat there until the day came when Dad paid me a visit. He was instructed to shut his eyes and was led to a great viewing point when I directed him to open up. Not even a second passed before his eyes started tearing. At my request, he climbed into the driver's seat, started it up and off we went - 73 years overdue.

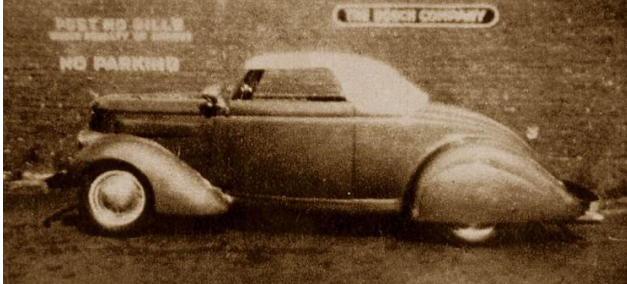


Steve's Dad, Wil, stands next to the newly acquired '36 Roadster

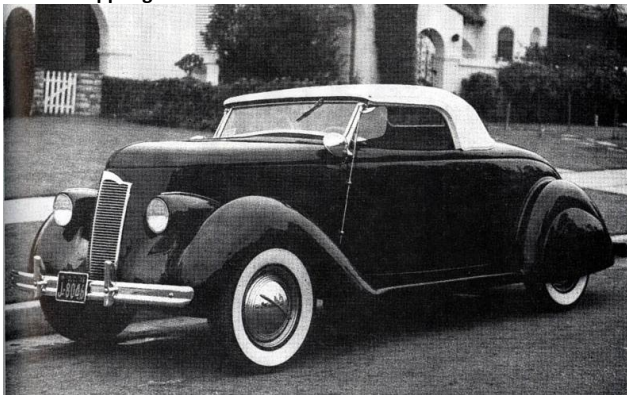
**A Few 1936s Not “the Way Henry Built Them”**

*By Editor*

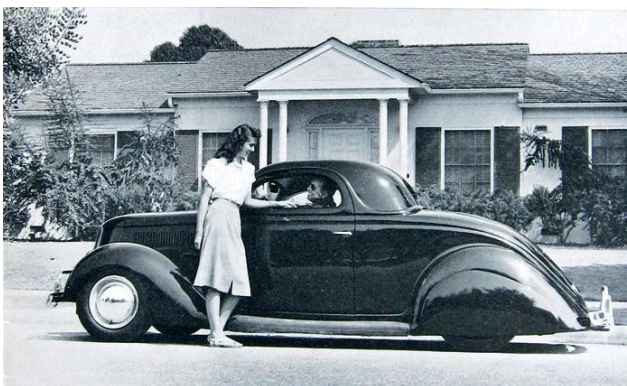
Ever since Ford introduced its first V-8 engine in 1932, Fords have been a favorite of hot rodders and customizers. 1936 Fords have been the target of creative thought and torch almost from the day they rolled off the showroom floor. Check out how some guys personalized their rides “back in the day.”



George Barris – King of the Kustomizers – built shortly after WWII, this ‘36 Cabriolet was lowered and featured a chopped top, ‘34 Pontiac hoods sides, DeSoto bumpers, molded-in headlights and body seams, fenders skirts, dual spotlights, “ripple” hubcaps and a modified ‘41 Packard Clipper grille.



Ray Giovanni – this Roadster started life looking just like Steve Pieper’s on the previous page. Obvious modifications include a chopped top, Packard grille, solid hood sides, ‘41 Ford bumpers, flipper hub caps, fenders skirts, molded headlights, dual spotlights and cowl mounted radio antenna.



Jack Calori – originally used to tow Jack’s ‘29 roadster to the salt flats this 3 window coupe was the cover car on the November 1949 Hot Rod magazine. It sports a 3 inch top chop, Z’ed frame, ‘39 LaSalle grille, clam shell hood lengthened 3 inches, ‘41 Ford bumpers and grille guards front and rear, molded-in ‘41 Chevy headlights, and Buick fender skirts. The car is in the [Peterson Automotive Museum](#) in LA.

**A Great Father’s Day Gift for the Whole Family**

*By Cliff Green*



Wow!! Here we have a whole family at work utilizing a tool called a Shopsmith, “The All in One Tool.” Junior is using the sanding disc to smooth something, a pine wood derby car maybe? His sister is using a spray gun to paint the wagon white. Pop, with the comb over, is cutting a piece of wood – very dangerously I might add. And Mom – well she is using the rotary buffer to polish their pride and joy – a 1949 Tudor! How can we tell it is a ‘49 – because of the chrome trunk ornament and lack of a Ford medallion. The ‘49 Ford was voted as the “Car of the Year.” The design and mechanics were a radical departure compared to the prior year Fords, yet still came in third place in the sales race behind Chevy and Plymouth! This Tudor would sell for about \$1,505 FOB Detroit. The only accessory visible is the single back up light.

[Shopsmiths](#) are still being made today!



Guess who else used a Shopsmith? [Click here to find out.](#)

Sully continued from Front Page

usual, but there were still several hundred great-looking old automobiles there. The traditional line of old Corvettes and Thunderbirds weren't scared off at all. Matter of fact, member Steve Zimmerli took second place in class with his '68 Mustang convertible.



A few club members, including Art Zimmerli, Dave and Norma Blum, and President John Sweet, left their cars at home but still attended and joined the picnicking Club members for a fun day. Not all Woodie owners woosed out, however (*see my Editor's note above*). More intrepid souls included Hank and Cindy Dubois and their '39 Deluxe Woody; Dave and Barbara Westrate's '39 Standard Woody; Bill and Liz Simons' '49 Woody; and Jane Wild's '51 Woody, driven to the show by son-in-law Ben McDonald.



DuBois' '39 Deluxe



Westrate's '39 Standard



Simons' '49 Custom



Wild's '51 Country Squire

Other NVRG members with cars included Mike and Eileen Kozak's '39 Coupe; Dick and Joyce McIninch's '36 Deluxe Fordor sedan; Mike and Millie Gallahan's '41 Super Deluxe Business Coupe; Jim and Kathy Nice's '51 Victoria; Tom and Sarah Shaw's '51 Convertible; Dan and Maureen Gillenwater's '51 Custom Tudor; Eric and Nancy Sumner's '46 DeLuxe Tudor; Frankie and Larrie Martin's '51 Custom; Nick and Kathy Arrington's seldom-seen '35 Roadster; Leo and Kathy Cumming's 1950 Mercury Monterey Tudor, and Char's and my '51 Tudor black & white

sheriff's cruiser. We also had quite a few member's children and grandchildren enjoying the day as well. No way could I capture all their names.



Kathy, Jason, Jim and Janella Nice enjoy the festivities.

In the past, the awards presentations scheduled for 3:00 p.m. have always started a bit late. The time slipped up on me and I noticed the time at 3:10. "No sweat," I figured, I'll probably get there in plenty of time to do some visiting before they began. Some of our guys had already left as it was still looking like it could rain again, and I think the show organizers wanted to get the awards completed quickly so folks could get their treasures home in their garages.

Well, when I arrived, I was surprised to see they were already up to Class 7 (1932-1942 Fords) and were just announcing the first place winner, a 1939 Ford Woody belonging to our very own Dave Westrate. Dave had left early and wasn't there, so I didn't break stride but just continued to the front to accept Dave's trophy in his name. Mike Kozak had taken third place in Class 7 with his 1939 Coupe (*partially visible next to Dave Westrate's Woodie*), but that was just before I got there so missed his acceptance. I also missed who took second place in Class 7.

Next was Class 8 (1946 to 1953 Fords), and the third place trophy went to Jim Nice's very nice (pun intended) 1951 Victoria. Jim was still with his family at our picnic location, so I went back up front with Dave's trophy still in hand. I was wearing my NVRG name tag, and the person giving the trophies said, "You're Jim McDaniel? Stay right here because you got the second place trophy." Cool enough!

As I was leaving with my load of three trophies, they called Frankie Martin's name for taking first place with his beautiful black '51 Custom Tudor. I did an about-face and the crowd gave a chuckle as I struggled to hold all four trophies without dropping

Continued on Next Page

one.

### Clean sweep for the '51 shoeboxes!



That was the last of our Early Ford V8 classes, so I snuck out the side and went back to see who might still be around to give the trophies to. Jim Nice was still there, so he got his then. I still have Dave's and Frankie's to add to my collection... uh, I mean to present to them later. I learned later that Leo Cummings also won first place in Class 25 (Other vehicles 1949-1954) with his '50 Mercury Monterey.

Also, because of the timing of my arrival, I don't know who else from the Club might have also gotten an award. There may well have been others. Apologies if I missed any of you.

This year there were also two other police vehicles at the show, so they set aside a show area for police vehicles. The Loudoun/Fairfax Coalition of Police has recently completed a 1951 Ford panel van in paddy-wagon livery, and they had the Fairfax County's 1941 Plymouth police car there as well. I joined their line with my '51 Florida sheriff's cruiser.



The overcast really cooled things down, and what started as a very threatening weather day turned out to be a pleasant and relatively cool Father's Day. If I have missed any of our Club members who were there, my apologies. Everyone who showed seemed to have a great time.

### Great cars, Great Food and a Great Day with My Boys *By Dan Gillenwater*

Under a threatening sky and the intermittent sprinkle of rain we attended the 38<sup>th</sup> annual Fathers Day Car Show at Sully Plantation. This event sponsored by The George Washington Chapter of the Model A Ford Club of America is always well attended. This year two hundred plus antique vehicles, arranged on the lawn by class, were an awesome sight. T-birds, Mustangs and Model A's. There were MG's, Mercedes and Cadillacs on display. Military vehicles from World War One to Vietnam. We checked out the flea market and looked over the wares. I saw lots of old parts but had no money to

spare. We made it to the vending area after high noon. We ordered Steak & Cheese subs, ate and listened to tunes. We walked off our meal in the overflow lot, and admired the restoration of a Sears Motorcycle that was sure to win Best of Class. We returned to our car and eased our way out through the spectators that had ventured out to enjoy the cars. Even though it had not been the ideal day for a car show I had a great time spending it with my sons Lucas and Dillon. What more could a dad want? Great cars, Great Food and a Great day with his boys!

### NVRG FAMILY PICNIC & BBQ FEAST

Saturday, July 23<sup>rd</sup>

- ✚ What's more American than family, Fords, farms and a summer picnic?
- ✚ Bring the whole family! Join us for a great BBQ feast at Art and Sarah Zimmerli's picturesque farm nestled in rolling hills of Amissville, just outside Warrenton.
- ✚ V-8 caravan departs Fair Oaks at 11:00 AM sharp. Let Ken Burns know if you'll be part of the caravan so you don't get left behind – 703-978-5939 (h) or [helenaand-ken@verizon.net](mailto:helenaand-ken@verizon.net).
- ✚ [Directions to Art's farm](#) – from Warrenton go 12 miles west on Route 211, turn left on Route 642 at Amissville, follow 642 for approximately 3.1 miles, look for the small lake and open cattle gate on the right, follow the grass road up the hill to copse of trees on top. Park old cars in front of the mansion ruins – new cars to the right. Call Art on his cell if you get lost: 703-200-2424.
- ✚ We plan to eat at about 1:30 PM.
- ✚ The picnic is being catered by Jammin' Joe's BBQ emporium: ribs, chicken, pulled pork and other delicacies. Cost: \$5.00 for adults – kids eat free.
- ✚ NVRG will provide plates, cups, utensils and other ephemera.
- ✚ Bring your appetite. Also a dessert, fruit or salad to share. You'll also need your own beverages and lawn chairs.
- ✚ Contact John Ryan by July 16<sup>th</sup> to let him know you're coming. 703-281-9686 (h) or [john@ryanweb.com](mailto:john@ryanweb.com)





**For Sale**

- 1950 Mercury 4 Door Sport Sedan – beautiful, correct restoration, Maywood Green Poly over Trojan Gray, EFV-8 Dearborn and AACA Senior awards, radio, spot light, duals, and much more, \$25,000.
- 1953 Ford Customline 2 Door Sedan – new interior & trunk floor mats, new headliner, new wheel cylinders & brakes, new shocks, new chrome grill, Sheridan Blue, 63,000 mi, quality driver, \$7,800.
- 1953 Mercury Monterey Hardtop - Yosemite Yellow with Hots Rod interior, ps & pb, correct restoration: motor, motor components, EFV-8 Senior awards \$28,500.
- Restoration Tools - Henrob welding gun, \$300 – 122 cubic foot oxygen and 75 cubic foot acetylene tanks w/ original bill of sale plus wheeled cart, \$300 – Victor gauges, lines, torch, tips, \$150 – engine storage cart on casters, \$60 – 3 ton hydraulic engine crane w/leveler, \$150 –

**Jane Helms** – Woodstock, VA – 540-459-5890



**For Sale – Price Reduced!** 1948 Lincoln Continental Convertible – one of SL Ross's restorations. It is a very original car and everything works except the radio and an electric fuel pump and replacement O/D switch have been installed. The top and windows are slow in the cold but work. The car won AACA Preservation Awards and top honors with the LOC. It carried the Grand Marshall in the Alexandria St Patty's Day Parade for the last 14 years. Drives well and shows great. The car is located in Piney Point, Md. Now only \$48,000! There will be more cars and parts in the future. **Steve Ross** – call 301-994-9707 with any questions.



**For Sale** – 1973 Mustang convertible – 351 Cleveland V-8 – four barrel – Hurst four speed transmission – excellent condition – garage kept its entire life –

repainted in the original British green – new top was put on it about eight years ago. The engine was rebuilt at 84,000 miles it now has 98,700 on the car. New Goodyear radial tires were put on the car in 2004 along with many other parts. Asking \$16,500. **Free if You Can Use Them** – two 1946 doors and two front fenders for a Deluxe Coupe. Very little surface rust on the doors and some rust out on the fenders.

**Tom Shaw** – Leesburg, VA – 703-771-9374 04/11



**For Sale** – '46-'48 bug screen for grill, NOS; '46-'48 grill bars, used, VG. '48 trk radio adapter kit in box; '40-'48 oil pan, intake manifold; '48-'52 trk brake cables, new. '36 orig. stainless horn grills. For '40 - V-8 hood emblems (STD) new in box; hood latch – new; horn contact wire – new; 38-40 (conv.) Trico wiper tower & linkage For '56 p/u windshield, used, good shape; seat track, VG. '337 c.i. V-8 truck motor and trans. for parts. **Jason Javaras** – Fredericksburg, VA – 540-786-5819 04/11



**For Sale** – 1951 Ford F1 Panel Truck – If you're interested or know of someone who might be, please get back to me. Thanks. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630 – 540-635-6865 (P) or 703-408-8372 (c) 11/10



**For Sale** – 1952 Ford Pickup – restored, red with white grille, new engine rebuild, new bed with oak strips, fiberglass fenders and running boards, new interior, 6 volt. **Melvin Carroll**, 703-575-0896, Great Falls, VA, 03/11



**For Sale** – 1949 Mercury 4 door, 3 speed w/od engine runs; good brakes; most glass good; doors removed, blasted, primed, no "patching," back on car; floors are solid, small hole repaired; trunk good; rockers solid; frame good; nosed & decked, doors shaved, frenched headlights; most of car in primer; sheet metal very straight; new bumpers in wrapping; new gas tank; windshield visor; have all parts for original car; needs lower body work, lower fenders

**Automart** continued on next page

**Automart** continued from previous page

and dog legs; needs interior; needs exhaust \$5500  
firm – **Dean Russell** [deano@cust.usachoice.net](mailto:deano@cust.usachoice.net) 5/11



**For Sale** – 1941 Ford Convertible. In good condition.  
Asking \$25K OBO. **Henry Brown**, (H) 703-941-5263,  
(C) 703-303-7307 5/11



**For Sale** – Rebuilt distributors – 1937-1940 owners  
upgrade your distributor to the improved 11A  
advance curve for improved fuel economy, perfor-  
mance and cooler running. Complete rebuild with  
NOS parts, dwell and timed perfectly for \$160. I  
have some for less utilizing used parts or rebuild  
yours with what is needed. Also, have rebuilt 68/78  
distributors with the original advance curve starting  
at \$75 exchange. No caps or coils. **Cliff Green** 703-  
426-2662 [cliffgreen@cox.net](mailto:cliffgreen@cox.net) 5/11



**For Sale** – 1931 Model A Pickup. \$13,000. Contact  
**Leslie Pomeroy** at [lhpgab@yahoo.com](mailto:lhpgab@yahoo.com) 6/11



**For Sale** – 1950 Ford Custom Fordor. V-8 and O/D.  
42,765 mi. Twin side view mirrors, chrome wheel  
covers, and skirts. Immaculate chrome, excellent  
upholstery, no apparent rust. Good paint with a few  
thin spots. Original 6-volt system, electric fuel pump  
and duals. **Bob Kelly**, Arlington, VA. 703-536-8583 or  
[bob43jeep@aol.com](mailto:bob43jeep@aol.com) 7/11



**For Sale** – two club jackets – \$5 ea. XI and Med –  
**Frances Jenkins**, [maey00@comcast.net](mailto:maey00@comcast.net) 7/11



**Wanted** – 42-48 crankshaft pulley. Contact **John  
Ryan**, [john@ryanweb.com](mailto:john@ryanweb.com) 703-281-9686 or 301-  
469-7328. 6/11



**Wanted** – a nice set of 21 stud heads – **Nick Arring-  
ton** - [nta1153@verizon.net](mailto:nta1153@verizon.net) 04/11

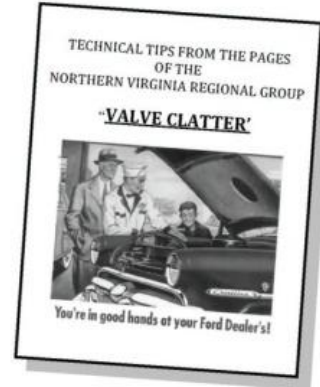


**Wanted** – Looking for flathead Ford and Mercury  
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Mom say's "Don't forget the NVRG picnic on  
July 23<sup>rd</sup>."

## WELCOME TO THE CLUB

By Dave Gunnarson

**Tommy Harper**

**1079 Scotts Stone Road**

**Bedford, VA 24523**

[Tommy-harper@mac.com](mailto:Tommy-harper@mac.com)

**1935 Standard Tudor**



Tommy and his beautiful '35 Standard

On a slightly cool and overcast morning Ken Burns, in his '41 Woodie with Dave Gunnarson riding shotgun, and Hank DuBois, driving his '35 3 Window coupe arrived at Nick Arrington's in Gainesville to get the first NVRG look at Tommy Harper's beautifully resorted 1935 Standard Tudor. Tommy had reached out to our club after finding our website. He wanted to know if there was anyone willing to look over his car and give him pointers in preparation for judging at the upcoming Eastern National Meet. Tommy lives in Bedford, VA and was scheduled to attend a week-long training conference in Emmitsburg, MD. He could bring his car to NOVA in his enclosed trailer if suitable parking could be found. Nick graciously agreed to allow Tommy to drop his trailer off on his way up to Emmitsburg and store it until his return.

Tommy's car has been in his family since new. It was originally purchased by his grandfather and Tommy drove it regularly in the 1960's and then put it into a garage for storage. Fortunately, it was rust free and virtually complete when the restoration started. Tommy did a fair amount of research to determine finishes of various parts and took time to properly restore the car. He even found a duplicate to the original seat fabric that was only used on Standard cars in 1935. All of his attention to detail really shows and the paint and fit of the parts is excellent.

Ken, Hank and I met Tommy in the apron of

Nick's garages, and got to work. Tommy fired up the car and backed it out into the apron.



Tommy about to unload the '35 from his enclosed car hauler.

Hank brought along a copy of the EFV-8 Club's National judging sheet as well as several reference books and performed a one-man judging of Tommy's car with Ken and I relegated to providing assistance when we could. Overall, we thought Tommy's car was probably a Dearborn level restoration. We had to search hard to find anything wrong, but we were able to give Tommy some pointers on some relatively easy things he could change to eliminate some point deductions. Tommy graciously accepted our critique of his car and accepted each comment with the ease of a true gentleman. He said he wanted to have someone really look over his Tudor because he wanted to make sure his car was as close as possible to "how Henry built it" before his first V-8 meet.



"35 guru" Hank DuBois explains one of the finer points about a correct restoration.

Not only does Tommy have a beautiful '35 Tudor, it travels in style in an enclosed trailer. Tommy added special features such as a generator, air compressor and an air conditioner. He also outfitted it with a toolbox, several fire extinguishers (*he is a fire fighter after all, Ed.*), and a tie-down system that ensures the car will stay safely in place during its travels.

Harper continued on next page

Harper continued from previous

Tommy drove his car back into his trailer, tied it down and we said our good-bys. As an added bonus, Tommy joined the NVRG and is planning to attend the Eastern National Meet in Saratoga Springs where he will have his car judged. If you attend the meet, please introduce yourself and go admire his car. Tommy is a really great guy and has a great car, so you won't be disappointed.

### Thank You

I would like to take this opportunity to publicly thank Hank Dubois for making the arrangements with Nick Arrington, Ken Burns, and Dave Gunnarson to look at my car. Thanks to Nick for providing me the great place to park my hauler while I was at the National Fire Academy in Emmitsburg, Maryland. Thanks to Dave for parting with one of his fuel pumps and a water pump housing I needed for my car. Thanks to Dave, Hank, and Ken for taking their time to look at my car, and giving me some ideas as to what to expect when I take my car to Saratoga Springs, New York for the Early Ford V8 meet in July. Thanks again to all four of you, and for the invitation and opportunity to join your great club.

Thanks, and have a safe day!

/s/ Thomas L. "Tommy" Harper

es but Chad's antique car interests were much more eclectic than that. Did you know that in 1968 he was one of the founding members of the Lincoln Zephyr Owner's Club (LZOC) and over the years had held many positions within the club? At the time of his death he was the LZOC Historian and in the final year of a term on the LZOC's Board of Directors. Chad had also been the editor of "*The Way of the Zephyr*" (TWOTZ) the nationally acclaimed magazine of the LZOC now under the editorship of Dave Cole, a well-known **V-8 TIMES** contributor. Chad was also an avid collector of automobile literature as anyone who ever visited his basement "library" will attest.



Chad perusing literature at a LZOC Winter Swap Meet (photo from the LZOC website)

## IN MEMORIUM

### Chad Coombs

May 15, 1928 – June 18, 2011



Chad and Evelyn Coombs at last year's NVRG Picnic

The Northern Virginia Regional Group lost a great friend in June when Chad Coombs passed away. In the NVRG we tend to associate Chad with early Ford V-8s and he did own a couple of Shoebox-

Chad was born and raised in North Dakota and always exuded that mid-western "niceness" they we often hear about but seldom see in folks on a continuing basis. He developed lasting friendships spanning decades and oceans – in both his professional life and through his love of antique cars.

He graduated from North Dakota State University, Fargo with a degree in Mechanical Engineering which led to a highly successful career in the aerospace industry. In a unique segue from "rocket science" to cars, Chad (and Atlantic Research Corporation, the company he worked for) was involved in the development of the first automobile airbags because ARC was an industry leader in solid propellants – something both used in both rockets and automobile air bags.



A 1939 Zephyr 3 Window Coupe – one of Chad's favorite cars



# NVRG Calendar



## July

10	National Capital Regional Group's 21 <sup>st</sup> Annual Car Show. 8am-2pm, <a href="#">Longwood Community Center</a> , 19300 Georgia Avenue, Brookeville, MD. Contact: Al Zimmermann 410-560-0237, or Don Ramsburg 410-357-5022 for more information.
11-14	<b>Eastern National Meet – Saratoga, NY</b>
19	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>PLEASE NOTE THE CHANGE OF DATE – THIS IS THE 3<sup>RD</sup> TUESDAY IN JULY!</b> – <b>Program:</b> Eastern National Meet Review. <b>Refreshments:</b> Maury Roesch
23	<b>Annual NVRG Family Picnic</b> – Art & Sarah Zimmerli's bucolic Amisville Farm – great friends, great food, gorgeous vistas and much more! See Page 8 for more info.
26	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
26	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
30	National Capital Regional Group's 40 <sup>th</sup> Anniversary Car Show/50s & 60s Dance Party. 11am-4pm, <a href="#">Reese Volunteer Fire Department Hall</a> , 1745 Baltimore Boulevard Westminster, MD. Contact Norm Heathcote 410-356-3459 <a href="mailto:vvomllc@hotmail.com">vvomllc@hotmail.com</a> for more information.


## August

9	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Ford Dash Instruments – <b>Refreshments:</b> David Blum
20	<b>Drive-In movie night in Stephens City</b> – caravan out or join us there for some old fashioned fun. See Page 3 for more details. Hotel reservation cutoff date is August 13 <sup>th</sup> .
24-26	<b>Central National Meet – Auburn, IN</b>
30	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
30	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## September

12	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Movie Night – <a href="#">“Red Dirt Rising”</a> – a true story, set between 1939-49, full of moonshine and flatheads – <b>Refreshments:</b> Mark Luposello
18	19 <sup>th</sup> Annual Alzheimers Benefit Car & Truck Show. Frederick MVA, <a href="#">1601 Bowman's Farm Lane, Frederick, MD</a> . Food, Vendors, Music, Raffles, Auction, Moon Bounce. Gates open 8 am, show 10 – 4. Entry by donation. More info: <a href="http://www.hmccc.50G.com">www.hmccc.50G.com</a> or <a href="mailto:567hmccc@comcast.net">567hmccc@comcast.net</a> .
26	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
26	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road

	<p>October – Armed Forces Retirement Home Auto Assembly          October – What else but Hershey?          October – Hershey Widows Night Out          October – Annual Fall Memorial Overnight Tour</p>
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**Board of Directors**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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Programs	<b>Eric Sumner</b>	703-860-1916	Past President	<b>Eric Sumner</b>	703-860-1916

**June Program: Eastern National Meet Review**

Mark your calendar! The July Meeting is on Tuesday, July 19<sup>th</sup> at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



**FIRST CLASS MAIL**

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