



Northern Virginia Regional Group



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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. 10

October 2011

Ken Burns Editor

BUSTED!



THIRTY MINUTES ON THE SIDE OF THE ROAD

By Jim McDaniel

There are three groups of people I'm *especially* polite to: (1) Border crossing guards, (2) TSA inspectors at airports, and (3) Police officers.

Today (September 3rd, 2011) was my opportunity to be polite to a police officer.

I'm taking my 1951 Ford sheriff's cruiser to the Virginia Scottish Highland Games tomorrow at Great Meadow, Virginia for the games and their annual car show, and I got it out this afternoon, cleaned it up, and went for a short drive to refuel and check it out -- to be sure everything is still working.



Busted continued on page 7

Up Front with the President



September 2011

Hey V-8ers,

I started going to Hershey in 1980. Things were a bit different back then. The prices were a lot, lot less than they are now; new and used parts were everywhere, you just needed to root through to find them; plus the fact that you had a better chance to find those unique gems that are so rare a find these days. You know the ones . . . that '32 Ford intake manifold for \$3.00 or those four Lincoln-Zephyr Spyder hubcaps for \$10.00. (Sigh)

Although the grass (and mud) of the White, Green, Blue and Chocolate fields is a thing of the past, Hershey still is a magical place to be the second week of October, and naturally, I'll be there to enjoy it once again. For me it is a great relaxer and stress reliever. The weather is (most of the time) really nice, with tree's starting to turn and the ever present aroma of chocolate in the air. It's the fun of looking at cars, seeing old friends and making new ones each and every day. After a spending so much time working hard dealing with not so fun issues, Hershey, for me, is a pleasant sojourn into total stress-free relaxation.

Of course this is my last Hershey as a bachelor. In less than thirty (gulp) days I will be married, so I do have some worry that I won't be as relaxed as I normally would. After all, while part of my mind will be focusing on finding that elusive, rare Lincoln part I need, the other part will be contemplating exactly how next year Hershey will changed for me.

Heretofore I've never been worried about what anyone would say or do if I bought this or that. Or looked in askance over a greasy, rusty part and ask "How much did you pay for that?" Or even, (gasp) come home with a car! Up until now if I wanted to buy something I would do it! If I wanted to stay late on Saturday to look at cars, I would! For me Hersey has always been an exercise in "will." As in "I am here for RELAXATION, so I will do this, I will do that, I will, I will, I will! Next year, unfortunately, maybe, sort of, I probably won't . . .

However, since I will have a bride to contend with next year, I have decided that the best way to forestall any issues is to bring her to Hershey this year and let her take in the sights. I'm really looking forward to showing her the magic that I know is Hershey in the fall . . . Looking at cars, looking at parts, and all sorts of other things. My bride-to-be has been around cars all her life, but I don't think she's ever experienced anything like Hershey. So I am truly looking forward to seeing her reaction to the sights, sounds and action of Hershey in the fall. So if you see us walking a row, be sure to say "hi" and tell her how therapeutic Hershey is this year.

See you on the road or walking the rows!

John Sweet



Frank

By Cliff Green

Quoted from Wikipedia

Francis Albert "Frank" Sinatra (December 12, 1915 – May 14, 1998[[]) was an American singer and actor.

Beginning his musical career in the [swing era](#) with [Harry James](#) and [Tommy Dorsey](#), Sinatra became an unprecedentedly successful solo artist in the early to mid-1940s, being the idol of the "[bobby soxers](#)". His professional career had stalled by the 1950s, but it was reborn in 1954 after he won the [Academy Award for Best Supporting Actor](#) for his performance in [From Here to Eternity](#)."

End Quote

Cliff goes on to say:

Just a great picture in my opinion! Not just an early image of my most favorite artist but here he is climbing into a 1940 Ford convertible! Let us examine the photograph and see what can be deduced:

First of all the car has seat covers over the genuine leather which leads me to believe this car is not brand new, as the dealer would never do such a thing! And there is noticeable wear on the emer-

gency brake handle and a little wear at the 1 o'clock position on the steering wheel. Never the less, Frank seems enthralled that such a low price car can be so elegant!

Notice the "pinky" ring! If this was 1940, he would be 25 years old!

The photo was discovered by Ken Burns while surfing on line.



Bing Crosby

By Editor

I'm not sure where I came across the Frank Sinatra picture during one of my web surfing sojourns but I know I found the Bing Crosby picture in the Tacoma Public Library digital archives. The picture was taken on August 4, 1942. Just enough of the Ford appears behind Bing to identify it as a 1939 Standard, I'm guessing a Fordor. The library's digital archives are a treasure trove of early Ford V-8 pictures from 1932 to 1953. Lorin Sorensen used many of the archives pictures in his Fordiana series. Here's the library's citation:

Tacoma's own, Bing Crosby (center), arrives at Union Depot. Crosby was born Harry Lillis Crosby in Tacoma on May 3, 1903. He lived in Tacoma until his family relocated to Spokane around 1906. He would be headlining at a War Bond show at Tacoma's Liberty Center on August 6, 1942 with comedians Phil Silvers and Rags Ragland. He would also be entertaining the troops at Fort Lewis. Tacoma is noted for her numerous celebrities including: singer and actress Janis Paige, actress Dyan Cannon and (USMC) flying ace Major Gregory "Pappy" Boyington.

SEPTEMBER MEETING PROGRAM

A Night at the Movies

By Editor

Movies two months in a row! Last month was our annual drive-in movie tour and this month we watched a movie during our regular monthly meeting at Hunter House. After the normal business portion we took time to load up on popcorn and other goodies before settling in for the flick.

Rather than family fare, we watched *Red Dirt Rising*, an independent film portraying the early days of NASCAR. The movie is set in Randolph County, NC, beginning in 1938 and tells the true story of early NASCAR drivers Jimmie Lewallen, Bill Blair and Fred Harb. As the movie opens, Jimmie and Bill are running a little "shine" and trying to outwit the Randolph County sheriff. Their vehicles of choice are a V-8 powered 1933 Pick-up and a 1937 Tudor Slantback. The Pick-up looks to be pretty stock and authentic but true Early V-8er would notice several things about the Slantback that wouldn't be quite right back in 1938. As the movie progresses we get to see these vehicles plus a '39 DeLuxe Coupe, '40 Standard and DeLuxe coupes, a '40 Tudor and several off brands race around the red dirt oval at the Tri-City Race Track. WWII soon intercedes before the action returns to the post-war South and the birth of what today is NASCAR. Not Academy Award material but a good story with plenty of Flathead Fords racing around the track.

The Real-Life Red Dirt Rising Drivers



Jimmie Lewallen - Aug 22, 1919 – Oct 16, 1995



Jimmie Lewallen competed in NASCAR's Strictly Stock/Grand National division (now called the Sprint Cup Series) from its first race at Charlotte Speedway in 1949 until 1960. He began his racing career in motorcycles in 1934 and switched to racing cars in the late 1930s. After WWII Lewallen attended an October 12, 1946 meeting that formed NASCAR. Bill France offered him a chance to "buy into NASCAR" for \$500.00 (\$5,622.22 in today's money) but Lewallen turned him down, saying "it would never

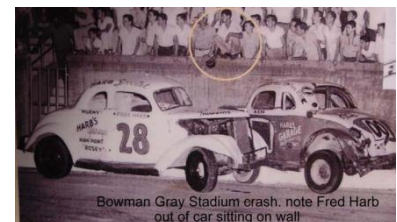
amount to anything." He raced in NASCAR's first stockcar race at Charlotte Speedway in 1949, finishing sixteenth and earning \$25 (\$230.32 in today's money). Lewallen would later drive a car for (Lee) Petty Enterprises in 1953 at West Beach Speedway, finishing second in that race behind teammate Lee. His best career race finish was second, which he accomplished four times. Lewallen raced for various other owners throughout his career. He helped found the "Old Timer Racing Club."



Bill Blair - Jul 14, 1911 - Nov 2, 1995

Bill Blair was a pioneer of stock car racing in the 1930's and was one of the original drivers that raced with Bill France when he formed NASCAR.

On June 18, 1950, Blair piloted a 1950 Mercury owned by Sam Rice to victory in a race at Vernon Fairgrounds in Vernon, NY. Bill won the 1953 Daytona Beach Race in a '53 Oldsmobile that he drove from High Point, NC to Daytona Beach, FL, raced, then drove the car back to High Point.



Fred Harb - Jun 14, 1930

Fred Harb, shown above during the filming of *Red Dirt Rising*, competed in one hundred and forty-four Nextel Cup Series events in his career, between 1955 to 1965.

Harb never had the resources to win an event or run a full season. His most active year came in 1958, when he raced in half the races and finished 24th in (points), but still earned 42 top-tens in his career. His best finish overall came in 1963, when he was runner up at a race at Bowman-Gray Stadium in Winston-Salem, NC.

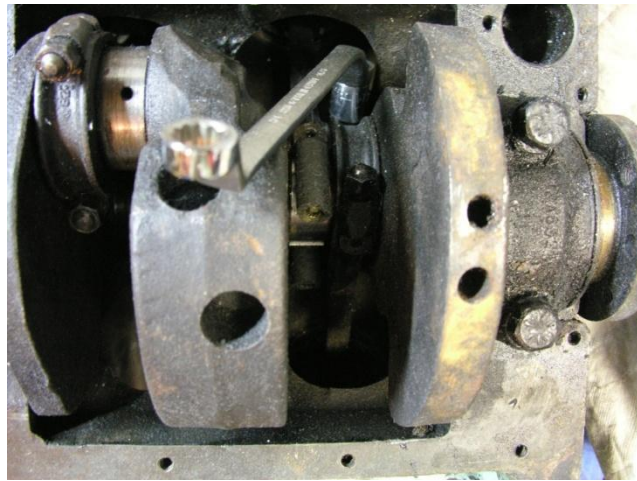
After earning a 6th place finish at Bowman-Gray in late 1965, Harb retired from further NASCAR competition.

Drive Tool for Sockets in Tight Clearance Situations

By John Ryan

I discovered a tool which should be in everyone's toolbox. It allows you to turn sockets with a wrench in areas with very limited access. My situation was dismantling a flathead which had two stuck pistons so the crank would not rotate. One rod was positioned so that the upper rod nut could not be turned either with a standard or offset box-end wrench or any typical socket drive tool (ratchet, T-handle, universal joint, etc.). There was insufficient clearance above and beside the nut. Making matters worse, a 3/8 drive socket was needed due to the force required - these 9/16" rod nuts were really tight! I could envision the perfect tool for this situation, but could not find anything appropriate in the Snap-On or Craftsman catalogs. (A mechanic friend suggested a special vintage Alfa Romeo tool.)

While at the Sears store in Montgomery Mall to pick up a couple of unrelated items, I scoured the socket display mainly for inspiration, but hoping for an actual tool that would help. Suddenly, there it was: a Craftsman "3-piece Socket Cap Set" in a red pouch. These socket caps (1/4, 3/8 and 1/2 drive) consist of a normal square socket drive stud for insertion into a socket and topped off with a hex for a wrench. Look for Craftsman part number 9-43303, \$10.99 (made in USA!). It worked for me.



The tool in action

Also note that the typical 3/8 socket does not fit the rod nut very well. For best fit, it should be relieved – necked down slightly to fit fully down on the nut and clear of the two ribs on the rod cap. A little work on a bench grinder will accomplish the necessary relieving, but there is some risk in thinning the socket too much. Recently, I found out that the major tool suppliers used to make such a special necked-down socket for this specific purpose (but they weren't guaranteed!). I sure wish I had one. It would have provided a bit more confidence in dismantling the 10 or so 49-53 engines I've scrounged up over the last few years.

One disclaimer: the tool recommended above will not solve all tight-clearance problems. In dismantling a non-rotatable flathead, the rod nuts can sometimes be positioned such that no normal tool of any sort will fit. In that case, certain "unapproved" methods must be employed which are best not divulged in print for fear of author embarrassment.



The Tool



Smith Garage Equipment Company was a K R Wilson distributor in Oakland, California until about 25 years ago.

CELEBRATING 75 YEARS OF THE 1936 FORD

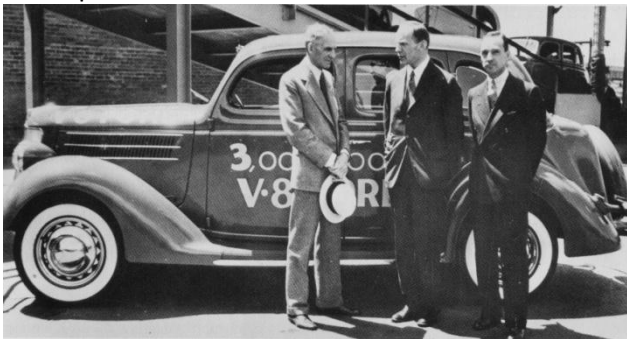
Milestone 1936 Fords

By Editor

Henry Ford clearly understood the promotional power of publicizing significant manufacturing milestones. The 1936 model year was unique because Ford produced three vehicles that they were able to use to promote significant milestones.



The first 1936 Milestone Ford was a Touring Sedan built on October 31, 1935. Production of this car fulfilled Henry Ford's promise (boast?) to build 1 million vehicles in 1935 – quite a feat at the height of the Depression.

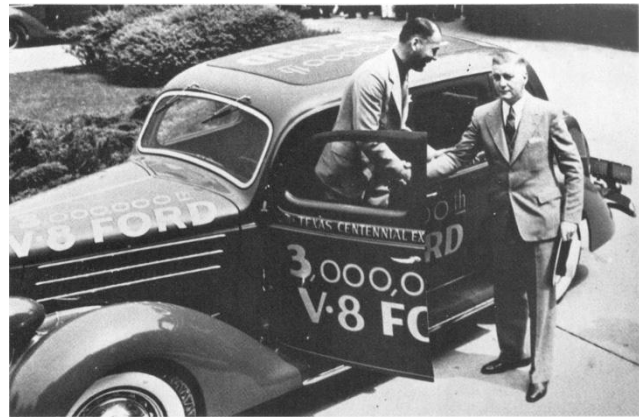


Henry and Edsel Ford with a foreign guest in Dearborn

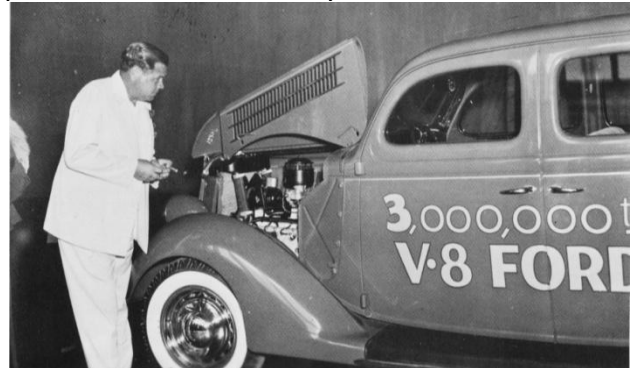
In June, 1936, the second Ford Milestone vehicle rolled off the Rouge assembly line. The 3 Millionth Ford V-8 was also a Touring Sedan and the addition of Spyder hubcaps certainly enhanced the appearance. The car is obviously painted a lighter color than October 1935 milestone vehicle.



Ford driver Jimmy Rooney shakes hands Dearborn Mayor John Carey and various local dignitaries in front Detroit City Hall before beginning a cross-country tour in the 3 Millionth Ford V-8.



Jimmy Rooney shakes hands upon arriving in Dallas TX for the Texas Centennial Celebration. Look closely and you can see the signage painted on the roof's fabric insert says "3,000,000th Ford V-8."



Baseball's immortal Babe Ruth checked out the 3 Millionth V-8 Ford when it was displayed at the Ford Pavilion at during the Texas Centennial Celebration in Dallas.

The third and final 1936 Milestone vehicle was a 1936 131 1/2" wheelbase Deluxe Panel Delivery built at the Rouge on May 12, 1936. The package included a fully chromed radiator shell, windshield frame, wipers and twin horns. Sometime subsequent to this picture being taken the Ford added a 1936 Michigan "Vanity Plate" – T3000000. After ceremonies this vehicle also began a 3,000 mile cross-country trip with a stop in Cleveland for the Great Lakes Exposition before arriving in Dallas.



Henry and Edsel pose with the 3 Millionth Ford Truck fresh off the assembly line – before the license plate was even attached.

The Virginia Highland games, in addition to having Scottish athletic events like the caber toss (ever throw a telephone pole?) and Scottish hammer throw, offer a plethora of bagpipe and fiddle music, Celtic dancing, and lots of vendors and Scottish clan tents. They also have a car show that has historically been British cars only. Recently, however, they opened it to American antiques and customs. As I'm of Scottish descent, a bagpiper, and attend the games each year, I thought I'd bring my car to the show this year as well.

For my "maintenance run," I'd been on the Fairfax County parkway for about three miles when a Virginia State Police marked cruiser pulled in behind me. I waved at the officer behind me. I usually get a return wave. Not this time. I exited at Pohick Road to do my 180 turn and head back home. As I turned by the big new church at Pohick, the Virginia State car lit up like a Walmart Blue-Light special.

I'm used to most police officers approaching the car with a big grin on their face, and we wind up talking flathead engines, 6-volt systems, and the like.



In 1951 Ford was marketing its 110 horsepower "Police Interceptor." Does anyone know if this was the first year Ford produced and advertized cars specifically for police usage? I really like the nifty "POLICE" placard on the hood!

This trooper was a young woman probably in her mid- to late-20s. She was polite and professional, but she did NOT have a smile on her face. She

started with her 20-questions... Am I active law enforcement and did I have my badge (no and no); was I retired law enforcement and did I have my badge (no and no); what was my job (retired after 25-years in the military and 20-years in the Federal Aviation Administration); were the red lights operative (yes); was the siren operative (yes); did I have my registration (yes); did I have insurance (yes); did I have a firearm in the car (no); did I have a concealed carry permit (yes - she knew the answer to this as it pops up on her computer when she runs my registration); did I ever operate the lights and siren while driving ("of course not" -- gulp -- I hate the word "ever"), etc.

Actually, in response to the last question, often when I meet marked police cars on the road, they will wave and give me a quick "blip" from their lights, and sometimes that electronic siren. I usually respond with a "blip" from my lights and mechanical siren. My response was to the spirit of her question, meaning I didn't arbitrarily and "maliciously" use the red lights and siren while driving.



Chicago used '51 Fords as police cruisers "back in the day."

She informed me it was illegal for me to drive a marked police car and she may have to have the car towed. Huh? I (politely) informed her it was not a "police" car, but it was a "Sheriff's" cruiser. She responded that it was a "law enforcement vehicle." I (again politely) informed her that I had researched it and the Virginia statutes state I cannot have the word "police" on a restored antique car, but it said nothing about the word "sheriff." I'd been through all this back in the early 1990s when I initially restored the car as a cruiser, and I'd brought the car to the Fairfax County Police substation near my home when I restored it. After they also researched it, they were comfortable with it being a "Sheriff's cruiser" as long as it didn't have the word "police" on the car. I informed her I'd been driving the car in

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Virginia as an antique sheriff's cruiser for about 20 years and had supported many law enforcement agencies, including the Fairfax County Sheriff's Department and, most recently, the Arlington, Virginia Police Department's memorial service during the recent National Police Week in DC.

She took this all in, and allowed me to sit in my outlaw law-car while she called it in. I'd have loved to hear how her conversations went, as I watched her in my rear-view mirror as she talked on her radio for at least THIRTY MINUTES! I wonder who all got in on the conversation. Of course, my duty was to sit quietly in my car till she was ready for me again. I had been instructed not to get out of the car. Finally she returned.

I think I threw her a curve (and those on the other end of her radio), and they weren't real sure what to do with me. She said she was not going to issue me a ticket, but that I was not allowed to "have power to" the red lights and siren when I was driving (she said a removed fuse was acceptable), and that I should not be displaying an existing, legitimate sheriff's department decal on the doors, even though it is a Florida sheriff's department outside Virginia jurisdiction.

My brother Donnie had gotten me the original early 1950s sheriff's decals when he was the Lee County, Florida fleet manager in my home town. They had been discovered in their old county maintenance shop when they moved to a new facility. The decals are "legitimate" as of 60 years ago -- they have changed somewhat in appearance since then.



The Virginia State Police trooper then let me know that what she was doing was not necessarily what the next police officer might do if I were stopped again. I said "Yes Ma'am" several times, and finally was allowed to drive away without having to call a wrecker. No ticket, no written warning.

Interesting. This is the first time in over 20

years that I've gone through this.

As I said, the young Virginia State Police trooper was polite and professional. She was just playing it the way she saw it.

Follow-up

I received the following e-mail reply from a friend of mine on the DC Metro Transit Police:

Jim,

She's a rookie, she was wrong & didn't want to admit she was wrong.

Historic, collectors, & theatre vehicles may have emergency equipment (lights and sirens). In addition, the emergency equipment may be operated while the vehicle is parked, being driven in a parade, or with a permit for a film production.

If you want to prevent this SNAFU from occurring again, you should go to the local magistrate's office for some documentation to present to the rookies who have more ego than brains.

Sgt. Jay

Metro Transit Police

Additional Follow-up

I'm happy to report I made it out to the Virginia Highland Scottish Games and back without getting arrested.

Also, I took first place in the class: "American Antiques/Classics." While at the car show, showing it to some of the kids, a young 10-year-old boy was looking inside the car at the open driver's door. He looked all around, then pointed to the door and asked, "What's the little windy-thing?" It took me a moment to understand his question, then "wound" the little windy-thing a turn or two. The driver's window came up about three inches.

"Hey, COOL!" was his reaction. He'd never seen anything except power windows.

The times, they are indeed a-changin'!



Jim's '51 "Sheriff's" cruiser sits amidst a throng of cars from "across the pond" at the Highland Scottish Games.



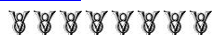
For Sale

- 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.
- **Price Reduced!** 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 miles, quality driver, \$6,800.
- 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 – 1939 Ford Standard Coupe – Restored by previous owner between 1972-1978 (body off). Car driven to V-8 local and National Meets all over the west coast and as far East as Charlotte, NC from 1978 to 1989 before owner died. Car parked in daughter’s garage and seldom driven from 1989 to 2010. No evidence of previous rust repair or accident damage. Paint is medium green acrylic lacquer and is very good for its age. Interior is original style mohair and is serviceable but not perfect. Wood graining is good. Gone completely through the fuel, hydraulic, and electrical systems (still needs some electrical attention). Engine is period correct and does not smoke or burn oil. Comes with very desirable Columbia Overdrive system (system is for 46-48 models). Comes with a 40 year collection of new and used parts and 40 years collection of literature, trophies and event badges. Call or email for parts lists. **Don Fowler**, Summerfield, NC, 336-644-1918 or drfmwf@triad.rr.com 8/11



For Sale – **Price Reduced!** 1951 Ford Convertible – rebuilt flathead engine with dual exhaust, headers

and glass packs. New wiring harness. Engine has 499 miles on it. Red with new black top and upholstery installed in 2004. Asking \$25,000. **Tom Shaw** – Leesburg, VA – 703-771-9374 09/11



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 and dog legs; needs interior; needs exhaust \$5,500 firm – **Dean Russell** 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, performance 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-

Automart continued on next page

Automart continued from previous page

426-2662 cliffgreen@cox.net 5/11



For Sale – 1931 Model A Pickup. \$13,000. Contact Leslie Pomeroy at 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 7/11



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



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



Wanted – a nice set of 21 stud heads – **Nick Arrington** - nta1153@verizon.net 04/11



Wanted – Looking for flathead Ford and Mercury stock camshafts for performance analysis experiment. Contact Lloyd Emery: email lloydemery@cox.net or cell 703-946 -9303 10/10



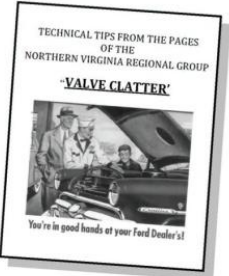
SECOND PRINTING!

TECH TIPS

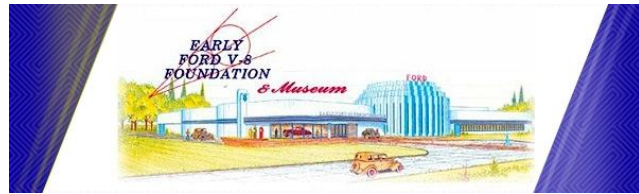
Some 62 TECHNICAL TIPS are contained in this 36-page, 8 1/2 x 11-inch, glossy page booklet taken from the pages of the NVRG award-winning VALVE CLATTER. Some written by engineers, chemists and mechanical members with years of V-8 experience. Some by trial and error, some by research. You don't want to reinvent the wheel – send for a copy of these informative tips.

Only \$14* ppd
*\$2 from every sale goes to the Early Ford V-8 Foundation

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A NOTE FROM THE EARLY FORD V-8 FOUNDATION



The Early Ford V-8 Foundation would like to acknowledge receipt of your donation of \$266 from the proceeds of the sale of the *Valve Clatter – Tech Tips*. Please let us express our sincere gratitude for your generosity and dedication to our mission.

WELCOME TO THE NVRG

Tyree and Peggy Harris

Bumpass, VA

tyreewires@peoplepc.com

Many of us have purchased Tyree's wiring products for our restorations and called upon him for technical expertise. He and Peggy are the proud new owners of Bob Helms' 1953 Mercury Monterey Hardtop.



Stop by their space at Hershey (GBA 21-23) and welcome them to the club.

E-MAIL BAG

I came across a link to an interesting video this afternoon. Not sure if anyone in the club has seen it so maybe you can share it in the VC?

<http://www.bangshift.com/blog/Neato-Video-Running-a-Flathead-V8-Without-a-Cylinder-Head.html>

Barry Frise



Memorial Fall Tour October 23 and 24, 2011 to Graves Mountain Lodge and Apple Festival



- ✚ There's an Apple Festival being held at Graves Mountain Lodge the weekend of October 22, and 23rd. In speaking with the owners, it seems to be something we would thoroughly enjoy. Featured are: an all-you-can-eat Fried Chicken Buffet with all the country fixings; apple picking; hay rides, live bluegrass music, cloggers, exhibits, and over 100 arts and crafts vendors. This festival is a very popular event for Graves Mountain Lodge and ends by 4:30 Sunday afternoon, with some vendors closing down a bit earlier.
- ✚ We will leave Fair Oaks promptly at 9 a.m. and drive the scenic roads directly to the lodge on Sunday in order to enjoy the early afternoon festivities and the Fried Chicken buffet, which is served between 1 to 2:30 p.m. Dinner that evening would be their traditional Sunday night country supper served in the Main Lodge, and features cold fried chicken from earlier that day, ham, and a fresh assortment of veggies, breads, desserts, etc. Also included is a hearty breakfast the following morning, and then we are on our way to tour for the remainder of the day until we arrive back in Fairfax. We will not go hungry!!
- ✚ Graves Mountain Lodge is a family owned rustic mountain retreat, known for its down home hospitality for over 135 years. There are no televisions and no cell phone coverage; however, broadband access is available. Our all inclusive price of \$215.97 includes the motel rate and three meals for two persons; all taxes are included. Singles can be accommodated at slightly more than half that rate. Upon making your reservation, \$100 will be placed on your credit card immediately; however, you may cancel up to 14 days prior to arrival and get your full deposit back. We have reserved a block of 11 rooms on the ground floor of the Ridgecrest Motel and two additional rooms immediately upstairs on the second floor. They are being held under the name "Early Ford V8 Club" until September 23rd. There are additional rooms throughout the property, but first responders get to be together at the Ridgecrest Motel. Call 1-540-923-4231 to make your reservation.
- ✚ Bring folding chairs to enjoy the music and afternoon festivities. Later in the afternoon, we will find that our motel rooms open up to a long, covered patio with rocking chairs from which to relax and enjoy the views over the scenic Virginia countryside. I am thinking of enjoying a glass or two of wine and will come prepared!
- ✚ Please contact me (sandragreen@cox.net or (703) 426-2662) with any questions and to let me know you'll be coming with us – thanks, Sandra Green



A LOCAL LEGEND

The following article about car collector extraordinaire Ace Rosner was published in the Washington Post on September 12th.

The Fruits of Brother Ben's Labors

By John Kelly

The other day I visited **Ace Rosner**, my favorite one-armed, race-car-driving ex-CIA officer.

Ace is in the hospital — Bethesda Naval, now that his normal haunt, Walter Reed, has closed — but he's still pretty chipper. Doctors tell him his aorta is a little balky and the blood is running the wrong direction in one of his blood vessels. What do you expect when you're 94? A couple of weeks ago, and not for the first time, Ace had a dizzy spell at the McDonald's he likes to go to for lunch.

Ace, I said, maybe you should stay out of McDonald's.

He said the same thing he always says: "There's nothing wrong with McDonald's food. I don't eat the fries, just the chicken nuggets and coffee."

Ace is blessed with a memory sharp enough to cut glass. I don't think there's much that's happened to him in the past nine decades that he doesn't remember. He was the youngest boy in his family, and he loves talking about his three brothers, all gone now. **Rock** was a bombardier in World War II. **Larry** rushed to Ace's side after a German shell removed Ace's right arm at Anzio.

But it was **Ben** who was on Ace's mind when I visited. In 1933, Ben and a partner brought a decommissioned U.S. Navy submarine to the Chicago World's Fair, and Ace got to ride on it.

Ben was about 25 at the time, a serial entrepreneur always looking for the next big thing. The sub, the S-49, was towed down the St. Lawrence and into the Chicago River, where it was docked. Fairgoers paid for a tour. It did phenomenally well — second in popularity, Ace said, only to an aerial ride.

But Ben decided to try something else at the fair. He bought a banana ice-cream business: Bananas were peeled, the fruit was turned into ice cream, and the ice cream was put back in the peels, a handy way to carry the tasty treat.

Except the peels turned black and nobody wanted to buy a black banana, no matter how delicious the ice cream inside.

The next year, Ben bought a booth where fairgoers could record messages to send home. For a

quarter, you went inside the booth and your message was etched onto a little aluminum disk.

"But when they did the disks, nobody had a Victrola anymore," Ace said. "Everyone had gone to radio. They couldn't give them away." The aluminum was eventually sold for scrap.

But Ben did okay for himself. He got into the retail clothing business, selling dresses for \$2.88. His company was taking in \$44 million a year when he sold it in 1967. The buyer? **Warren Buffett**.

For the next 20 years, Ben worked as a Berkshire Hathaway executive, running the firm's Associated Retail Stores division. Not bad for a guy who started out with black bananas.

As for the sub, it was recommissioned by the Navy but foundered while being towed in 1942 and sank in the Patuxent River, where it remains today, an attraction for divers.



The S-49 berthed at the Chicago World's Fair in 1933. It was launched in 1921 and decommissioned in 1931 and sold for scrap. By 1936 it had been reduced to a hulk but six years later it was reacquired the US Navy. It foundered off Point Patience, MD, in the Patuxent River on December 16, 1942 and sank in 102 feet of water.



Ace with Cliff and Sandra Green at the Rockville Show last year.

OUT & ABOUT

Street Dreams

By Clem Clement

Vern Parker's *Street Dreams* event on September 3, 2011, was another great success. Vern was at his usual best in organizing and conducting the event. There were two concerns this year that were being watched. One, the wx, which turned out just fine. The other was that the Spring Hill Recreation Center had construction going on last spring. They tore up the lovely grass field and turned it into a soccer pitch. The layout worked OK as Vern had parking helpers to be sure the cars all fit into the parking lot reserved for show cars. Most of us would much rather be on grass. Members I saw were: Ken and Helen Burns ('41 Ford Woodie), Bill Simons ('34 Roadster), Red Vaughn ('40 Continental Cabriolet), Dave and Barbara Westrate ('39 Woodie), Jason Javaras ('40 Coupe), Rick Parker ('36 Lincoln KB Phaeton). David and Norma Blum brought their '46 Nash Suburban Woodie and I had my '29 Packard. It was raining in Leesburg early in the morning so Don Pauley left his '41 Lincoln Coupe in the garage but showed up anyway. David certainly made the correct choice in bringing the Suburban – he walked away with the People's Choice Trophy.



Dave's Suburban, complete with futon for the fold down bunk, sits next to Jason's '40 Standard Coupe.

Clifton Labor Day Show

By Jim McDaniel

The prediction for rain scared off a lot of the old cars, but there was still a pretty good turnout for the Clifton car show. Lots of motorcycles, rods, and customs. A few antiques.

I had a great time. My hood ornament will NEVER be the same.



2012 NVRG CALENDARS

Jim McDaniel and Cliff Green are putting the final touches on the NVRG 2012 calendar featuring a dozen NVRG Members' vehicles never before featured in our calendar.



Once again, the calendars will cost \$15 (pick up) or \$20 (mailed). Calendars will be available for pickup at the November general membership meeting on the 8th and also at the Holiday Gala on December 3rd.

Reserve a calendar today by email, mail or phone from Mark Luposello:

✉ drspdracer@aol.com
✉ 1027 Bellview Road – McLean, VA 22102
✉ 703-356-3764

If paying by check make the check payable to "NVRG"

FOR THE LADIES

By Cliff Green

The September meeting was a movie about early dirt track racing, so I thought this picture might be appropriate for the ladies to inspect.



Here we have Ma, wearing junior's helmet, standing next to a '40 Ford dirt track racer. Note that Pa is visible sitting in the passenger's seat with his soft hat on. Not many women had drivers licenses back in the 40's so, it is very doubtful that Ma drove the thing.

We can tell it is a '40 because of the evidence exposed in the engine compartment. Note that there are no windows (for safety) and the fenders have been removed to lighten the car. The Fords were very popular to race because of their powerful V-8 engine. '39-'40 Ford coupes were especially desirable, that is why there are very few remaining today. They are so desirable that Bob Drake, a Ford restoration dealer, is making complete bodies and fenders out of steel!

By Editor

I think Cliff's correct in saying Ma never drove this car around the dirt track and maybe never drove a car at all. However, in keeping with the Red Dirt Rising theme, here's a little tidbit about a women who did compete with the boys during the earliest days of NASCAR.



Sara Christian – b.1918 – d. 1980

Sara Christian was the first woman to compete in a NASCAR race when she raced in NASCAR's first race at the Charlotte Speedway on June 19, 1949. She competed in six races held in 1949, driving the No. 71 '49 Ford owned by her husband, Frank. The Atlanta native made history that year with Louise Smith and Ethel Mobley when they were the first to compete in a NASCAR field of more than one female.

Christian retired in 1950. In 2004, she was inducted into the Georgia Automobile Racing Hall of Fame.

YOUR 2012 NVRG DUES ARE DUE!



NVRG 2012 dues are payable by December 31 and now being collected. Dues remain at \$15 for one year. Three easy ways to pay:

- ✚ Send a check made out to "NVRG" to David Gunnarson, Membership Chair, 10707 Ellie's Court, Fairfax Station, VA 22039
- ✚ Hand him the check/money at Hershey or our next membership meeting or...
- ✚ at our Holiday Gala.

Let him know if you need to update your membership roster information, i.e. address, email, phone, cell, etc. Also changes in the cars you own. N.B. Remember you must also be current on your National membership dues.

Seen the logo above before? Of course you have. Take another look at the '36 Milestone 3 Millionth Ford Truck on Page 6.



NVRG Calendar



<u>October</u>	
2	Armed Forces Retirement Home Auto Assembly – Caravan leaves from Pan Am Shopping Center @ 8:00am – contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net if you plan on caravanning with us. We don't want to leave you behind!
3-8	What else but Hershey?
6	Hershey Widows' Night Out – half Price menu night at Brions Grille – exact time TBD – contact Helen Burns 703-978-5939 for reservations.
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey Review – bring your pix and newly found treasures to share Refreshments: Mike Prater
15	16th Annual Rockville Car Show – 8:30a.m. to 3:30 pm. Glenview Mansion at Rockville Civic Center Park, Rockville, MD. More info: www.rockvillemd.gov or 240-314-5004
23 & 24	Annual Fall Memorial Tour – join us for this great annual event – drive the scenic byways and enjoy beautiful fall colors with your V-8 friends. See page 11 for complete details.
25	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
<u>November</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: Show & Tell. Refreshments: Cliff Green
29	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
29	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>December</u>	
3	NVRG Holiday Gala – Country Club of Fairfax
27	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

NVRG HERSHEY REVIEW October 11th at our monthly meeting

✚ Come to the Hershey Review and share your pictures – stick them on a CD/DVD or flash drive and we'll provide the laptop and projector.



Prospective buyers attend an "It's Ford for 40" presentation at Titus Ford on October 6, 1939 in Tacoma WA – picture from Tacoma Public Library digital archives. Check out the "It's Ford for 40" hats!



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



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Programs	Eric Sumner	703-860-1916	Past President	Eric Sumner	703-860-1916

October Program: Hershey Review

Mark your calendar! The October Meeting is on Tuesday, October 11th 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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