



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

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Ken Burns Editor

HERSHEY 2011

Photos by Clem Clement, Cliff Green, Dave Gunnarson, Jim McDaniel, John Ryan and Ken Burns



Cliff Green sells Jack Sweet a copy of our Tech Tips while Dave Gunnarson (out of camera range) waits to collect Jack's 2012 NVRG dues.



Bill Selley, Jim Crawford, Cliff Green and Dave Gunnarson surround John Sweet and (by the time you read this) his new bride Shelley.



Hank Dubois and Bill Simons (front r & l) with UK-based NVRG member Colin Spang and his brother Adrian on their annual trip to Hershey.

Serendipity at Hershey

By John Ryan

Attending the Fall AACA meet at Hershey can be a very hectic and tiring if your goal is to cover every field, every row and every vendor space looking for elusive and rare parts. At the required breakneck pace to achieve this goal, it's easy to miss out on some of the most rewarding aspects of Hershey. One aspect is meeting and talking to the people you encounter. But not just those that are into your particular aspect of the old car hobby – often well-known experts and vendors you purposely seek out – but also those that you meet serendipitously and who may not, at first encounter, seem to have much in common with your immediate interests. For example, in a chance encounter in the Chocolate field, I partook in a very informative discussion between two racers of land-speed-record vintage cars. After arriving home, I checked out the website of the [East Coast Timing Association](http://www.eastcoasttiming.com). and found that one of the guys was the current record holder in two classes, using a blown flathead Ford! In a related vein, I always try to watch a bit of the race car "reliability run" in the stadium on Friday at 11:00. For me, this event is a welcome respite from all the frenetic activity and 2 days of steady walking. It provides a chance to sit down, relax and watch some old race cars make a lot of noise. Cars included a typical Model T track racer, Offy-powered midgets, and a USAC Champ car.

Hershey continued on page 4

Up Front with the President



November 2011

V-8ers,

As the leaves turn bright with color and the nights get cooler and chillier, we find ourselves once again at the end of the regular season for the enjoyment of our old Fords, Lincolns and Mercurys. For those of you who made the Fall Tour and brought your old car, I'm sure you had fun and enjoyed a great time with old friends and new. I have always enjoyed our Fall Tour as the perfect cap to the season, and I look forward to the full report as related in the Valve Clatter. Hats off to Cliff and Sandra Green and Hank and Cindy Dubois for coordinating a super deluxe event!

With the Fall Tour in the bag, and as we drift into the final months of 2011, I hope that everyone takes a moment to reflect on what a great club NVRG 96 is. And as you reflect on the fun you've had this past year, I hope you'll give some thought to 2012 and volunteering some of your time to the club. As regional groups go, the NVRG is one of the best. Why? Because we have members that get involved! This year's October's Fall Tour is certainly an example of that! It can be as much or as little as you want it to be. If you have an inclination to see how the club works, I would like to extend an invitation to the monthly Board of Director's meetings held on the last Tuesday of the month at the Oakton Regional Library. It's a fun time and we promise not to immediately put you on a committee!

If that's not the type of thing that shifts your gears, consider writing an article or providing a tech tip for the Valve Clatter. Editor Ken Burns is always looking for material and I know that there is a story in each and every one of you. You might also consider doing a presentation, or even a part of one. Whether it's a technical treatise on rebuilding the Ford V-8 or a review of post-war V-8 advertising, we'd love to hear about.

For those who like to drive, how about tour suggestions? We always have garage tours in the January – March time frame, so if you have some ideas, please let me know. The mid-Atlantic area has lots of fun places to visit and plenty of back roads to boulevard our cars on; all we need to know is where and what direction your favorite drives are.

So, as the days shorten and you contemplate the colder weather to come, think about making some sort of contribution to the club. It makes it fun for all of us and gives you a chance to show off your knowledge. Besides, as much as you'd like to, you can't drive your V-8 all the time! (Also, – I plan on being a part of next year's Fall Tour, maybe even with my Lincoln, but certainly with my bride - promise!!!).

See you on the road!

John Sweet

FALL MEMORIAL TOUR

You Missed a Good One!

By Editor

Photos by Cliff Green, Jim McDaniel and Editor

Boy, if you couldn't make it on our annual Fall Tour you missed a great time. After some iffy weather during the week and on Saturday, Sunday dawned clear and bright and as soon as the sun got a little higher in the sky it turned out to be a wonderful day. Many of us mustered up at the usual Fair Oaks rendezvous spot. After a little medical attention to a couple of folks we hit the road and headed to our first stop in Sperryville.



Keith Randall came prepared with a First Aid kit and doles out band-aids to Jim McDaniel and Helen Burns for their "ow-wees."

The drive along I-66, US 15 and US 29 was routine but once we picked up US 211 in Warrenton we hit the scenic part of the trip. We were a little early for the fall colors to be at their peak but it was still a beautiful day as we cruised along. In Sperryville we made a short stop to add more members to our caravan before headed down one of Virginia's prettiest Scenic By-Ways, Rte 231.



Cliff & Sandra Green's '40 Woodie, Bill & Liz Simons' '34 Tudor, David & Norma Blum's '39 Lincoln Zephyr, Ken & Helen Burns' '41 Woodie, Keith & Susan Randall's '38 Fordor and Jim & Char McDaniel's '51 Cruiser in Sperryville. Hank & Cindy Dubois' '35 3 Window and Bill Selley's '47 Couple are not visible in this shot.

Memorial Fall Tour – Graves Mountain Lodge

By Al Edwards

On a beautiful Sunday morning in late October our group of enthusiasts embarked on an annual autumnal tour – this time, the destination was the Graves Mountain Lodge – a new place for the NVRG. It is located about 50 miles south of Front Royal, VA and not too far from Old Rag Mountain. Most of the northern Virginia folks began the trip by

congregating in the usual spot at the Fair Oaks Shopping Center. The group met us in Sperryville.

Mary & I came in from Front Royal and arrived at the spot a bit early. We parked at the agreed meeting spot, which happened to be in front of a roadside produce stand. The proprietor was an 83 year old gentleman named Lester Deal who sold apples and other Virginia delicacies. As we talked to him, we found he was a very interesting fellow – a member of the "Greatest Generation", who served his country in an unusual way. He was a WW-II military photographer who, in 1947, made repeated trips into Hiroshima to take photos of the nuclear devastation that ended the Japanese conflict. He would like to write a book about his experiences but a recent stroke has left him unable to clearly recall events. We obtained a card from Lester and plan on contacting him to see if we can help him with his book.



Lester Deal talks with Hank and Cindy Dubois.

When the Fairfax contingent arrived, Lester expressed some wonderment at the assemblage of antique cars in front of his spot and some concern that we were blocking all his parking and preventing him from doing commerce. The members took care of that by buying apples, honey, apple cider and other delicacies from him.

With all present, we headed on Route 231 towards our Graves Mountain Lodge destination, a very scenic drive with lots of country folks noticing cars of the era in which they may have grown up. The autumn leaves were prominent, almost in their full fall glory. The views on each side were spectacular. One gent nearly fell off his tractor while cranking his neck in circles, looking at the splendid old cars as they went by. What a delight being out on such a fantastic fall day and touring with these sweet old vehicles!

At about 11:30 AM we arrived at our destina-

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Hershey continued from front page



Model T Speedster shows its stuff

Surprisingly, this year also included a restored Bonneville-type racer in the form of a severely chopped, fenderless 34 Ford coupe – a virtual icon of the early hot rod legacy of the 1940s at the speed venues of El Mirage, etc. Another serendipitous event was intended as respite but turned out to be highly informative: a lecture at the Model A Club tent on Houdaille shock absorbers. It was just getting started when I dragged by and spotted the chairs set up for the audience. When I sat down, I had no idea what topic was to be discussed. The presenter was very knowledgeable and articulate, used a lot of visual aids, and passed out a lot of shock parts. It was by far the best shock tutorial I've ever experienced. So for me, an essential part of the Hershey experience is participating in the unexpected, the unplanned, and the side-shows that may not be the principal reason for attending.

A Special Year

By Dave Westrate

Hershey this year was special. The weather was perfect which made the event vibrant. A good turn out of venders, people and cars was the best in years. As usual the NVRG crew was out in force. The camping team had great starts to their day with breakfasts by Dave Gunnarson and Wendy Pieper.

They should rename this event the Hershey Toy Show as toys are everywhere. This year also featured motorized mini bikes, outboard boat motors, small race cars and a ride-on working steam locomotive.



Hey, you know your editor is partial to woodies.



Wouldn't this look great in Clem's front yard on Train Day?

Several of us were able to attend the [RM Auction](#) in the Hershey Lodge which was a treat. We watched the sale of the oldest running and regis-

tered car in the world, a steam powered **1884 De Dion Bouton Et Trepardoux Dos-A-Dos Steam Runabout** which was driven to the podium on its own power. It was estimated to sell for between 2 and 2.5 million dollars. Would you believe it **SOLD! SOLD! SOLD!** for 4.2 million smackers (plus a 10% bidders fee). That comes to \$4,620,000 folks.



This is what \$4,620,000 looks like

The Saturday car show was special with lots of beautiful and unusual cars and a huge crowd.

On the way home I picked up an apple pie which helped get me back in the house.

Auction Action at Hershey 2011

By Mr. Torque (aka Bill Simons)

For those of you who were at the club meeting on October 11 and saw Eric Sumner's cool camera video this may be déjà vu all over again, but for those who were not in attendance I will attempt to describe a once in a lifetime experience at the RM auction Friday night in Hershey.

Each year during Hershey week, RM Auctions conducts one of their automobile auctions at the plush Hershey Lodge on Thursday and Friday night. In the past, David Blum has purchased an RM catalogue which allows 2 persons to pass by the security guard and enter the auction hall. This year there were five of us, David, myself, Hank Dubois, Eric Sumner, and Dave Westrate. Supposing that we were all not going to get in to the auction hall we spent considerable time inspecting all the cars that were going to be sold that night. These cars are parked in a parking garage adjacent to the auction and are easily accessible without any type of pass. We kicked a few tires, critiqued paint jobs and body work that was less than perfect, all the while listening to the auctioneer whose sales chant was piped into the garage via loudspeakers. Leaving the garage and entering the hotel we soon found ourselves at the auction hall entrance, but with only 2 passes and 5 persons we were about to draw

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straws when David Blum ran into 3 friends who were just leaving. They gave their passes to Dave and we were all in.

We stood in the back trying to look inconspicuous with our 5 blue NVRG matching club jackets on as the steady stream of the usual high end Packards, Lincolns, and Cadillacs rolled across the stage, most selling, some not meeting the reserve. Little did we know that towards the end of the evening the main event was about to begin. Up on to the stage crept what was described by the auctioneer as the oldest operating automobile in the world; an **1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout**. To me it looked less like a car and more like something out of H.G. Well's **Time Machine!** It was square with large steel wheels with the seat for the driver right behind the steam boiler. It barely puffed its way up the ramp and we were all surprised that its announced top speed was 38 MPH.

The printed catalogue showed the expected price to be \$2,000,000 to \$2,500,000 and the opening bid was \$500,000. It quickly passed \$1,000,000 and when it got to \$2,000,000 there were some murmurs in the crowd. The bidding stalled a bit here but eventually crept up to \$2,500,000, \$2,800,000 and when it passed \$3,000,000 the crowd came alive with cheers and clapping. It was down to two bidders at this point, one in the crowd and one on the telephone with an RM employee. \$3,400,000, then \$3,600,000 and now all attention was focused on the one bidder that was to our left, whom we could see and the telephone bidder who was to our far right. It was like watching a tennis match, as our heads turned back and forth, back and forth. When our resident bidder offered \$4,000,000 there was a collective gasp from the crowd along with cheering and much applause. The telephone bidder fired right back with \$4,100,000. After some delay our resident bidder showed the first signs of restraint offering a measly \$50,000 bump to \$4,150,000. Now the telephone bidder could smell victory and immediately came back with \$4,200,000. After much cajoling and pleading by the auctioneer the telephone bidder was declared the winner.

No Thanks, I'm Just Looking

By Steve Pieper

The Piepers arrived later than planned due a commitment that prevented our departure from home until 3:00. As we pulled into the grounds, we called

Cliff who promised to meet us with a pre-paid pass allowing us to camp with the boys. He was at the rendezvous point as planned which enabled us to set up our new tent before it got too dark and just before the group headed out to dinner.



Chefs Wendy Pieper and Dave Gunnarson serve up French toast and steaming hot coffee on Friday morning.

Our mission this year was just to have fun...nothing in particular to be looking out for. Well that's not totally correct. I had just purchase a project car (1929 Ford Tudor) that needs everything. It is supposed to be a project car that is lined up to get started on right after the project car that is right before the next project car. You know what I mean...maybe in the year 2050. Anyway we had fun looking for a particular part (a sheet metal strip that goes between the sun visor and the vinyl top) which in my estimation should cost about 40 bucks. Well all the vendors who had one of these little numbers, thought differently. We found about a dozen with asking prices ranging from \$80 to \$120. I was bound and determined to find one at my price but my feet wore out first so finding one will have to wait until next year. As usual, we had a great time. It is, most certainly, the club members that make it enjoyable and the reason we will be back next year. Thanks to all who made it happen.



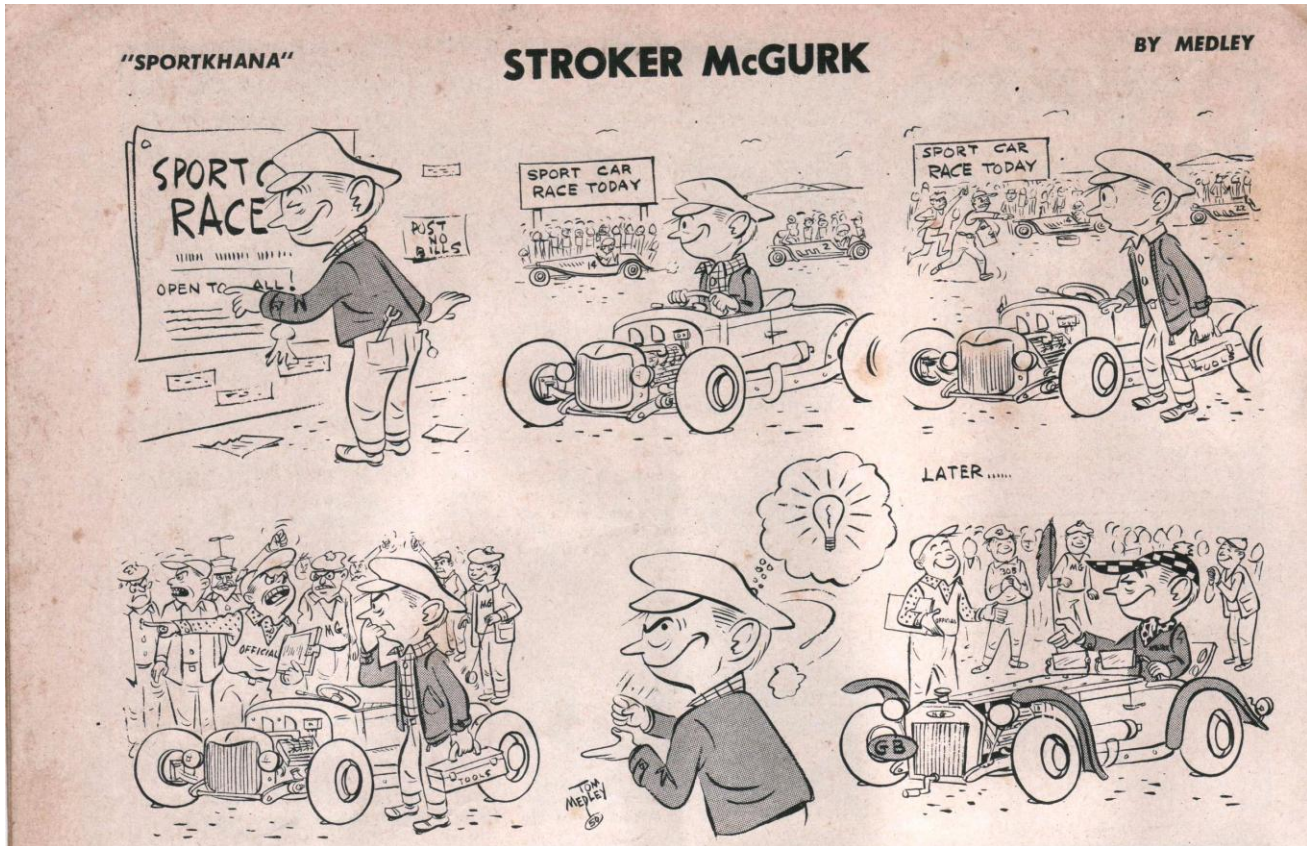
Hershey continued on next page
Bill Potter, Eric Sumner, Dave Gunnarson, Dave Westrate, John Ryan and Ken Burns enjoy the great weather at Camp Happy Hour.

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Hershey 2011

By Mark Luposello

Wow! Were we ever blessed with good weather at Hershey this year! What an amazing week for those who got to experience it. I had the pleasure of sharing those glorious days and their fun with my dad. He's still kicking himself, along with many other Model A enthusiasts, about missing out on a primo 1931 barn find. This car had original paint, almost no body panel rust, and even started up - \$7,500.00. SOLD!!! Ouch. Too consumed with the "hunt" on Wednesday, we missed dinner at Fuddruckers. We did partake in the good eats at Duke's on Thursday. That was a nice gathering. We drove my "Bonneville ready" 32 roadster to dinner and had a blast. It was a bit of a nail biter heading back to the hotel though, as the headlights were newly wired and not looking quite far enough down the road. As for showing a salt flats style car at Hershey, Stroker McGurk could relate.



This cartoon was reprinted from the July 1950 Hot Rod Magazine that I actually purchased at Hershey this year. I did not find the cartoon until after I returned home. LOL!!!



The "Flannel Boys" – Bill Simons, Al Luposello, Ken Burns and John Ryan enjoying themselves at Dukes on Thursday night.



Shelley's a brave woman – she and John joined the "usual suspects" for lunch one day in Chocolate World.



David Blum contemplates his flatbread pizza at Dukes. Rumor has it that he wasn't able to finish it but he still visited Friendly's.

PS – Does anybody know if David Blum has finished his pizza yet?

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Shelley and John at the far end of the table with the "usual suspects."

Hershey Impressions 2011

By Dave Gunnarson

- Blue skies, gentle breezes
- Light crowds until Friday
- Lots to see
- Prices fell before asking
- One bargain price gem taken home
- PA announces cars as "ve-HIC-els"
- Many Pierce Arrows for sale
- Two dry camping nights
- Breakfast at daylight
- 26 pedometer miles
- Sore pavement feet
- Three days of fun
- Lots of smiles
- Life is good

Hershey Widows

By Liz Simons



The "Hershey Widows" – Cindy Dubois, Norma Blum, Sarah Gunnarson, Liz Simons, Sandra Green, Helen Burns and Char McDaniel – looks like they enjoyed the chocolate!

The "Hershey Widows" met for lunch at Brion's on Braddock Road in Fairfax on the Thursday after their better halves' departed for the land of chocolate and car parts. All of those who couldn't make the luncheon missed a great time with the "gang"

and the good eats at the terrific buffet Brion's put on for their benefit. Char McDaniel, Sandra Green, Sarah Gunnarson, Cindy Dubois, Norma Blum, Helen Burns and Liz Simons commiserated on the absence of their fun-loving Hershey travelers, and consoled themselves with the joys to be found on Brion's dessert buffet... chocolate, chocolate, chocolate!

After the Waters Receded

By Editor

Lots of uncertainty hung in the air shortly after the September 9th storm that swept up the East Coast; particularly after pictures of severe flooding in Hershey started showing up in our email. Boy, were we glad that all swap meet spaces were finally on pavement but what about the various restaurants, parking spaces and our campground? A couple of phone calls and we learned that the Penn Hotel had been condemned due to structural damage.



Wendy's, Sheetz, McDonalds, Pizza Hut and other businesses at the Hershey Park Drive and Route 422 interchange was flooded



Wendy's survived the flood (it was still closed) but the McDonalds had already been razed by the time we arrived.



Camp Happy Hour was dry by the time we arrived but it hadn't been that way a few weeks earlier.

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tion. After getting registered at the main lodge, we proceeded to our room in the lodge way up at the top of the hill. Our room had a breathtaking view of the valley below and the nearby mountains. The 150 year old family-run Graves Mountain complex encompasses a very large area and has many family activities and provides individual houses, cottages, cabins and rooms in the Lodge itself and in the Hilltop and Ridgecrest lodges up the hill where the club members were housed. In the valley just below the lodge, the Graves Mountain Apple festival was in full swing and we heard bluegrass music and observed many festival goers down below.



We had our own mini car show in front of Graves Mountain Lodge.

At the lodge, we met members from the Central Virginia RG – Otey Pemberton, Bill Tindall (dual member in our RG also), Wayne Handy (dual member in our RG also) and Dick Rial ('49 Merc 4 Dr.) In addition there were NVRG members Don and Mary Fowler up from Greensboro NC, and Tyree Harris, who drove up for the day from his home in Bumpass, VA. Tyree is the proprietor of Tyree's Wires. He makes high-quality reproduction wiring harnesses for a variety of antique automobiles. (I have them in the correct configurations for my '51 F-1 Panel Truck and '51 Victoria).

Tyree is also the proud owner of, and was driving, Bob Helm's award winning yellow 1953 Mercury Monterey which Tyree had acquired from Jane Helms in a private sale after Bob's passing. (A group of us NVRG members were proud to have helped do a spring outfitting of Bob's beautifully restored cars so they could be sold). I'm happy to see that this special vehicle has ended up in the hands of a person of Tyree's character.

After checking into our rooms, freshening up a

bit and visiting with others, we went down to the main lodge for a sumptuous Sunday buffet lunch – if you want to believe it was lunch. I seemed more like dinner. The buffet provided heaping plates of food and the three room size long tables in the dining room which accommodated the 40 or so hungry V-8'ers nicely. The food was delicious and plentiful, especially the chicken – fit for a farmer's table after a full day in the fields. I realized then how much this group loves to eat.



Nobody went hungry with the down home country cookin'.

That afternoon we went down the hill and across the Rose River, a briskly flowing mountain stream which runs through the valley, to attend the last part of the Graves Mountain Apple Festival. As might be expected, anywhere there is water there are kids and a number of them were doing what kids do, wading through the shallow rushing stream waters and turning over rocks looking for crawdads – made us want to go down there and strip our shoes off and join them. Once we crossed the bridge onto the festival grounds, we mingled with the V-8'ers and other show goers, crafters and food vendors exhibiting and selling their wares. There was live Blue Grass music, on stage Cloggers, pony rides for the kids, a petting zoo and carriage rides for the older, more romantic set.



Some of the group relaxed and watched the cloggers at the Apple Festival – rear: Cliff Green, Cindy & Dubois, Bea & Hank Amster, Mary Fowler – front: Ken & Helen Burns, Al & Mary Edwards, Sandra Green.

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It was a great afternoon and the weather was perfect. Many of the vendors were knocking down to go home but we got there in time to buy some wonderful jellies, jams and other delicacies to take home to family members. Mary even got a handmade necklace and matching earrings which will serve to remind us of our trip.

Then we had a real treat when the members assembled back up at our hilltop lodge. We were treated to a wonderful wine tasting in Room 117 provided by Bill Potter's friend Elyse Kudo. Elyse and Bill brought with them a variety of wonderful red and white varietals provided by the distributorship she represents.



Elyse Kudo provided a wide variety of excellent wines for us to taste.

Elyse is a very knowledgeable, world-traveled wine specialist who can tell a story about each wine. Soon, everyone was congregating outside the room, tasting and visiting, visiting and tasting. (The wines were so attractive that some appeared to be tasting and tasting and...). This was great way to lighten the atmosphere and everyone gathered on the porch outside, engaging in lively conversation while taking in the cool clear afternoon and the breathtaking fall views across the valley.



The group gathered on the veranda for the wine tasting party.

Even those who did not participate in the tasting engaged in animated discourse with their neighbors. We owe thanks to Bill and Elyse and her importer, Majestic Imports for the memorable wines.

After our gathering, it was back down to the lodge for another go at the buffet, basically a repeat of lunch with slightly different fare. The fried chicken was still the centerpiece, balanced by other country delicacies. Two memorable meals with wholesome, satisfying, country style food. We all went back up to the lodges with full tummies and enjoyed the vistas as the sun faded into dusk. We enjoyed a good night's sleep in the cool, fresh mountain air.

Monday morning, we proceeded back to the main lodge to a large sunny room for a sit-down breakfast consisting of scrambled eggs, country bacon, pancakes, biscuits fresh syrup and apple butter.



Breakfast was served family-style and allowed us one long last look out across the scenic valley.

After breakfast, we checked out of our rooms, loaded up the cars and everyone assembled again, down by the lodge. The cars were lined up – the antique V-8's and one 70's Pontiac driven by "Hot Rod" Leo Cummings. He joined me in regretting that he was unable to bring his '50 Merc due to a clutch problem. I commiserated with him and explained that our reason for not bringing our '51 Victoria on its maiden voyage was because of a crack in one of the thermostat housings. There were half a dozen or so other modern vehicles, so we didn't feel too bad.



Lined up and ready to hit the road.

We left Graves Mountain just after 10:00 AM.

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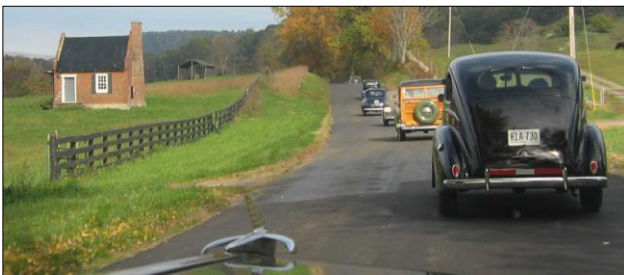
Tour continued from previous page

The contingent of antique Fords, followed at a respectful distance by the modern vehicles, made their way back up highway 231 through Sperryville. 231 is a narrow, winding country road and the 45-50 MPH tour speed made it seem like we were flying.



V-8s travel a scenic Virginia back country road.

Once through Sperryville and back on 211 East, we purposefully went past the 522 North turnoff in favor of taking the slightly longer but more scenic route of Ben Venue Road, a part of Virginia that some refer to as "Little Switzerland". Well, that's stretching it a bit but it is very scenic and, as we discovered, very historic as well. Shortly after turning onto Ben Venue, we passed the Fletcher Plantation, still involved heavily in farming, with a trio of original slave quarters beside the road. By today's standards, these structures are tiny but they are of brick construction, which would have been luxurious in comparison to some of the ramshackle wood structures that were common during that time. They are in good condition and appeared to be occupied.



Fletcher Plantation slave quarters.

The rest of Ben Venue is populated by farms and orchards and goes about three miles before it comes out on Rt. 522 North. Once on 522, we drove through Flint Hill past Griffin's Tavern on the way to our scheduled tour at the U.S. Customs Canine Center, just outside of Front Royal, VA.

Al's article continues on page 12 at the conclusion of the following article.

US Customs and Border Protection Canine Center

By Hank Dubois

Around 11:15 AM, our caravan pulled up to the US Customs and Border Protection Canine Center just south of Front Royal, VA. After Cliff advised the guard at the gate that our intentions were honorable, we proceeded into the facility parking area. We were greeted by Mike Maroney, Director of the Center, Jeff Gabel and a couple of other officers who were eager to take a look at our cars. Mike then gave us a little background on the use of dogs by US Customs and Border Protection as well as a brief overview of operations at the Center. He said it was important that the public know about the Center and was glad we were there – having our cars to look at was an added bonus! He then fielded questions from our members for ten minutes or so and, while he was talking, a couple of officers were seen taking pictures of our cars!



Mark Maroney briefs us while one of his staff (far left) snaps a few pix of us and our V-8s.

US Customs started using dogs for narcotics detection in 1970 just a year before my 1971-1977 stint with Customs at Champlain, NY. Champlain was the 13th busiest Port of Entry (POE) in the US at the time and a handler/canine team was assigned to the port. Being a dog lover, it was fascinating to me to watch this team work and to realize that, while they were pretty effective, they were still on a learning curve. The US Border Patrol started using detector/trailing dogs in 1987 primarily on the southern border.

There are currently about 1,500 handler/canine teams working in US POEs and along US borders. Virtually all of the dogs used for this purpose are from the working/sporting breeds and range from 40–80 lbs. in weight. Nearly 50% are German Shepherds and nearly 50% are Belgian Malinois. The remainder includes other working/sporting breeds

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such as German Shorthair Pointers, Vizslas, Weimaraners, Labradors, etc. and mixtures of these breeds.

Hounds, which have great noses, are not genetically suited to the training and work required. A few dogs are donated to the Center and some are obtained through the breeding of outstanding service dogs but most are purchased from qualified vendors. All canine candidates must pass a rigorous testing regimen to determine their suitability for training/service before they are accepted or purchased.



A Belgian Malinois (like the one the Navy SEALs took on the bin Laden raid) works a POE.

In 1974, Customs relocated their detector dog training operations from San Antonio, Texas to Front Royal on property that was formerly part of the USDA's Beef Cattle Research Center and, before that, a US Cavalry Remount Station. The property is well over 200 acres in size and has been extensively developed over the years to provide administrative office space, training classrooms and facilities for personnel, kennels and other canine care facilities and, of course, canine training facilities. In 2005, as part of the consolidation of border security operations under the new Department of Homeland Security, the US Customs Canine Center in Front Royal was renamed the US Customs and Border Protection Canine Center. The Bureau of Alcohol, Tobacco and Firearms also uses the Front Royal Center for training dogs in detecting currency and firearms. Beagles used by the US Department of Agriculture to detect prohibited food products at POEs are trained at a USDA facility near Atlanta, GA.

Mike then turned us over to Jeff who went into more detail about the training that dogs and handlers receive at the Center. There are currently about 125 dogs at the Center with about 40 of these undergoing an intensive seven week training program prior to being united and bonded with their

permanent handlers. The handler/canine teams receive additional training at the Center prior to deployment and the dogs stay with their handlers at a local hotel during this training. Jeff acknowledged that the schedule was very challenging but said that demand for handler/canine teams was intense and that is what dictates the compressed training schedule. However, the handler/canine teams are fully supported in the field by highly trained instructors who are routinely brought into the Center for up-to-date technical training.

Jeff then took us into a building where the dogs begin their intensive training. The building has special plywood structures built along the sides and in the middle. The side structures had a narrow ledge and a vertical wall that extended up another 3 or 4 feet from the ledge. There were holes about 7 inches in diameter, about 3 feet apart and about 1 ½ feet above the ledge. The middle structure had a vertical wall that was several feet thick and about 6 feet high. Both sides of this wall had the same sized holes in 3 rows at various levels and again spaced about 3 feet apart. Metal cans with holes in the bottom (holding narcotics samples and other training scents like gun cleaning solvent) are placed in the holes in the structures. The dogs are initially introduced to training scents while standing on the ledge of the side structures. When the dog alerts to a particular scent, he is commanded to sit and a "toy" is delivered to the dog through the hole in the bottom of the can. The dog is then allowed to play with the "toy" (a length of 1-2 inch PVC pipe or hard rubber rod) as a reward for alerting to the scent. The dogs are conditioned to these "toys" through throw and retrieve play and other training before they enter intensive training. After the dog has reliably alerted to the various training scents, he is moved to the middle structure for more advanced training. Here the dog is taught to follow the handler's hand to openings at the various levels and to again sit when he alerts to a training scent. Again a "toy" is produced from the appropriate can by a hidden assistant whenever and as soon as the dog correctly alerts and sits.

After the dogs receive their initial scent training, they advance to training at various locations within the Center. These include a luggage carousel simulating luggage inspection at a typical airport, semi trailers for simulating cargo inspection at a typical POE, and an assortment of used and salvaged motor vehicles for simulating vehicle inspection at a

Tour continued on next page

typical POE.

Upon leaving the scent training building, Jeff led our V-8 caravan across the Center's property to the motor vehicle canine training location.



V-8s lined up at the motor vehicle training facility. On either side are vehicles used for canine training.

Here, approximately 200 used and salvaged cars, pickups and vans were lined up in two large open sided garage structures.

We were introduced to Officer Smith, a canine/handler instructor, who explained how narcotics or other contraband is placed in a vehicle and how the canine/handler search of the vehicle is conducted. We were then treated to a couple of training demonstrations by a canine/handler trainee team. It was truly fascinating to witness these demonstrations and especially to see how the dog reacted to the "toy" reward! It was amazing to see how the dog could be so captivated by a piece of PVC pipe!



A trainee handler is about to reward his dog with a reward after it successfully located the stash in this vehicle. The PVC "toy" is hidden behind his right hand/wrist.



The dog is "paid" for a job well done.

Al Edwards continued



On the road again for our final meal together at the Griffin Tavern in Flint Hill.

After finishing our tour at US Customs we retraced our steps to Flint Hill where we enjoyed a wonderful lunch at the Griffin Tavern. It was a great way to finish the trip and unwind over the meal. As usual, there was a good bit of talk about the tour, the old cars and some of their experiences. The Fairfax contingent then departed and made its way back to routes 55/66 via Crest Hill Road. Mary and I returned to Front Royal, well fed and well traveled, glowing with the experience of a mighty fine weekend. It appeared that a great time was had by all. It was our first overnight trip with the club and we loved being with such wonderful folks. The weather was perfect, the food and accommodations were great, and the wine tasting was a very nice touch. Thanks to all who worked so tirelessly to set this up! May we have another tour as good as this one next year – we'll be there!

/s/ Al & Mary

Tour continued on next page



Lunch at the Griffin Tavern in Flint Hill capped a perfect tour.

Central Virginia RG# 13 Enjoys a Fabulous Weekend By Bill Tindall

Virginia is home to two Early Ford V-8 Club Regional Groups, and the special camaraderie among Early Ford V-8 enthusiasts was evident by the invitation from the NVRG for us to join them on their NVRG Annual Fall Memorial Tour (formerly the Lebkicker Tour but now renamed to honor all deceased NVRG members).

Thus, Central Virginia RG members, Wayne and Joyce Handy (36 Ford 2-door), Dick and Susan Rial (50 Mercury 4 door), Tyree and Suzanne Harris (53 Mercury Hardtop), Otey and Judy Pemberton (51 Ford Tudor), and Bill and Sylvia Tindall (56 Ford Victoria) made the trip to Graves Mountain to meet with 36 members of the NVRG for a relaxing weekend in the scenic mountains of Virginia.



Cliff Green's '40 Woodie along side Wayne Handy's '36 Tudor and Dick Rial's '50 Mercury 4 Door Sedan grace the lawn in front of Graves Mountain Lodge.

To say that this two-day trip was delightful and that it made good memories would be an understatement.

Grave's Mountain Lodge is situated near Shenandoah National Park. The views are spectacular and the Lodge grounds are idyllic. The walk to an Apple Festival, the 150 year old accommodations, the

quality of the home-style cooked food, the wine-tasting party, and the friendly conversation in a setting of beautiful fall colors made for two days of rest and relaxation – centered on everyone's love of the flathead V-8 vehicles and the enjoyment of being with people who drive them.



Ready to hit the road – Bill Tindall leads the pack in his newly acquired '56 Victoria followed by Wayne Handy's '36 Tudor, Otey Pemberton's '51 Tudor and Dick Rial's '50 Mercury Fordor.

On the second day, while the Northern boys and gals traveled north, the southerners went back to the Richmond area but on the way home made three stops, an Apple Farm in Syria VA, the Amish-based Yoder's Farm Emporium near Orange VA and Virginia's oldest winery, Horton's Cellars near Gordonsville, VA. All stops were designed to pick up some "necessary supplies."

CELEBRATING 75 YEARS OF THE 1936 FORD

We Learn Something New Everyday

By Dave Gunnarson

I zoomed in really close to check out the 3,000,000 truck and noticed for the first time an antenna under the driver's running board. I heard that this was an unadvertised option, but never saw proof of one installed on a big truck. This proves once again that there is much to be learned about our Fords just from looking at old photos.





For Sale – Original 1949 Ford Fordor



Original – 37K mi (unverified) – 2nd owner – original title – 239 flathead runs good after tune-up but smokes (needs rings & bearings before any extended trips) – 3 speed shifts very smoothly – original black paint, looks good from 20' – only rust is hole in driver's side rocker – no rust in floor or trunk – excellent chrome – all original interior in very good condition – radio (not hooked up) – glass very nice; no scratches or bubbles but driver's side wing is broken – BF Goodrich Silvertown wide whites with lots of tread, spare like new – jack & tire tool; original tool bag from dealer but no tools – very nice driver, or show quality with little effort. Asking \$5,900 or close offer. **Russ Redshaw** russredshaw@yahoo.com 11/11



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. 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

Automart continued on next page

Automart continued from previous page

at \$75 exchange. No caps or coils. **Cliff Green** 703-426-2662 cliffgreen@cox.net 5/11



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 – 1935 Front Perch Bolts – **Nick Arrington** - nta1153@verizon.net 11/11



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



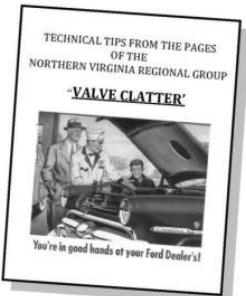
SECOND PRINTING!

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.

TECHNICAL TIPS FROM THE PAGES OF THE NORTHERN VIRGINIA REGIONAL GROUP

VALVE CLATTER



You're in good hands at your Ford Dealer's!

Only \$14 * ppd

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

Send Check/Money Order to:
NVRG • % Cliff Green
6214 Militia Ct.
Fairfax Station, VA 22039

WELCOME TO THE NVRG

Chris and Betty Bavis

Middletown, MD

cbavis@naoa.org

1939 Convertible



Lin and Debbie Bourne

416 Camden Drive

Falmouth, VA 22405

1937 Pickup



E-MAIL BAG

I want to acknowledge Jim McDaniel for helping with a last-minute request from my next door neighbor. Our neighbor has an extended family member in high school who needed to interview a Vietnam Veteran for a school project. I called Jim and he graciously agreed to do it. In the middle of a busy weekend, he made time to speak with her and help her finish her project. Members of our club always impress me with their willingness to help others, and it makes me very thankful and proud to be a member of such a great group as the NVRG. Thanks Jim for a job well done!

/s/ Jim Nice

This past spring, on a recommendation from Barry Frise, I used Les Driscoll at L&P Auto Restorations (<http://www.l-pautorestorations.com/>) to do some touch-up paint work and a summer season driving checkup on my '51 Victoria. Les did a great job and is easy to work with. His shop was in Falls Church, but he has now moved to a bigger shop off of General Washington Drive in Alexandria (near Marlo Furniture). I highly recommend him!

/s/ Jim Nice

THE PREZ & HIS RIDE

The President and Fords, Lincolns and Mercurys

By Editor

Now that the campaign season is upon us I thought it might be interesting to see if any pictures existed of presidents and Ford Flathead era vehicles since FDR's first term began shortly after the introduction of our beloved Flathead V-8. I was aware of several pictures of FDR driving an open Ford and certainly knew of the picture of President Truman receiving the first car off the assembly line at the end of WWII but I wondered if there might be pictures of other presidents with Flathead era Ford products. Well, with a little digging and searching I found quite a few, including a Mercury woodie used by one of them as a campaign vehicle (any excuse to feature another woodie, right!).

President Roosevelt

The best known presidential limousine (other than the one that President Kennedy was assassinated in) is probably the "Sunshine Special." It started life as a 1939 V-12 K Series Lincoln and was modified by Brunn & Company to U.S. Government specifications.



A 1939 Lincoln K Series 4 Door Convertible Sedan like this one was the basis for the Presidential vehicle.

The limousine was originally equipped with a siren, running lights, and a 2-way radio, as well as extra-wide running boards and grab handles for Secret Service agents. I haven't been able to find any photos of FDR showing very much of the Sunshine Special, maybe because of wartime censorship. If you have one please send it to me.

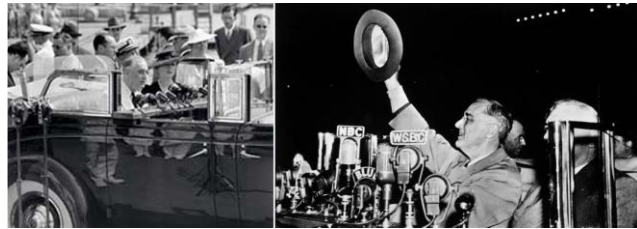
Following the Japanese attack on Pearl Harbor, the Secret Service became concerned about potential assassination attempts against the president, since the limousine was not armored and had no protective features. The Sunshine Special was modified to protect the president with the addition of armor plating in the doors, bullet-proof tires, inch-thick windows and storage compartments for pistols and sub-machine guns. All of the safety modifications increased the car's weight to 9,300 pounds.

While the car was being modified it was also fitted with the then-current 1942 Lincoln H Series front end.



The 1942 Lincoln "H" front sheet metal is readily apparent in this photo.

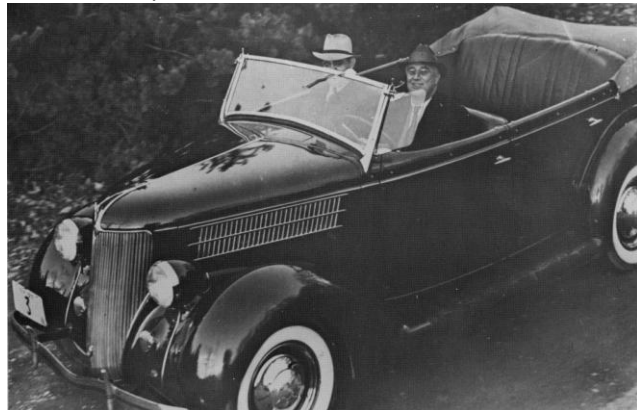
The pictures below show FDR giving radio addresses from the rear seat of the Sunshine Special after its modification in 1941-2.



Note that some of the bullet-proof glass remained in place even with the top down.

The Sunshine Special was used by presidents Roosevelt and Truman and remained in front line presidential service until it was replaced by the 1950 "Bubble Top" Lincoln Cosmopolitan. The Sunshine Special is on display at The Henry Ford Museum.

Probably much more interesting to Early Ford V-8 Club members is the fact that President Roosevelt owned two early Ford V-8s, a Washington Blue 1936 Phaeton and a 1938 Convertible Sedan. Both vehicles were fitted with hand controls that allowed the president drive the cars himself.



President Roosevelt driving his 1936 Ford Phaeton. His passenger is unidentified.

Ride continued on next page



The president takes his beloved Scottish Terrier, Fala, for a spin. How appropriate "Aye – and thrifty, too."



The upper picture above shows part of the hand control system installed in FDR's '36 Phaeton while the picture immediately above shows the entire system. Note the lever just inside the door used to operate the clutch.

The '36 Phaeton is on display at the [FDR Presidential Library & Museum](#) in Hyde Park, New York.

The other Ford V-8 owned and driven by President Roosevelt was a 1938 Washington Blue Ford Convertible Sedan that he kept and used at the Little White House in Warm Springs, Georgia.



President Roosevelt's Ford Convertible at Entrance, Little White House, Warm Springs, Ga.

A souvenir post card from "back in the day" showing the '38 Convertible Sedan in front of the Little White House in Warm Springs Roosevelt built the Little White House in 1932

while governor of New York, prior to being inaugurated as president in 1933. He first came to Warm Springs in 1924 hoping to find a cure for the polio that had struck him in 1921.



FDR getting ready to drive his '38 Ford. The brace on his left leg is visible in this picture.



One of the most iconic FDR pictures is this one taken in the '38 Convertible Sedan. There are several variations of it including one where the cigarette holder has been Photoshopped out.



This shot clearly shows the hand controls installed in the '38 Convertible Sedan.

FDR's '38 Ford is on display in the [Little White House Museum](#), Warm Springs, Georgia.

Rides to be continued in next Valve Clatter



ANNUAL NVRG HOLIDAY GALA

December 3rd - Country Club of Fairfax - Cocktails at 6 pm

Dress - coat & tie

\$40 per person - attendance limited to 60

Menu Selections:

Filet Mignon topped with Brandy Peppercorn Sauce, served with Gruyere Scalloped Potatoes

Breast of Chicken topped with Lump Crab Meat, served with Rice Pilaf

Vegetable Napoleon with Marinara Sauce

Vegetable of the Day

Salad of the Manor

Desserts – choice of Crème Brulee or Sherbet

To reserve your place, mail your check and entree and dessert choice to:

Sandra Green

6214 Militia Court

Fairfax Station, VA 22039

Checks are made out to **NVRG**, and received no later than **November 28th**

Don't forget to bring a wrapped gift if you wish to participate in the gift exchange!

NVRG T-SHIRTS

We're getting ready to order NVRG T-shirts again. As before they'll be athletic gray with the NVRG insignia and pocket on the front and a large club logo on the back. Price TBD.



Front pocket and NVRG insignia



NVRG logo on back

2012 NVRG CALENDARS


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




The calendars will cost \$15 (pick up) or \$20 (mailed). Calendars will be available for pickup at the November general membership meeting on the 9th and also at the Holiday Gala on December 3rd.

Reserve a T-shirt or 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"



NVRG Calendar



<u>November</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – NOTE: This month’s meeting is on Wednesday because of voting on Tuesday! – Program: Show & Tell – bring in something unique to share with us – it doesn’t have to be Ford-related. Refreshments: Cliff Green
12	Last NVRG Tour of the Year – to Vintage Motorcar Company , Paul Rose’s full service restoration shop in Inwood, WV, just north of Winchester. Depart Fair Oaks at 8:30. Contact Leo Cummings to sign up or if you have questions - rpmlhc@aol.com or (703) 866-9707 (H) or (571) 212-7747 (C).
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 – see page 18 for details and reservations
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
<u>January</u>	
1	Happy New Year!
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBA – Refreshments: TBA
24	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
31	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

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.



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: **JOHN SWEET** 703-430-5770

Vice President	Jim McDaniel	703- 569-6699	FFX Show	Dave Westrate	703-620-9597
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Membership	Dave Gunnarson	703-425-7708	Historian	Don Lombard	703-690-7971
Tours – Primary	Leo Cummings	703-866-9707	Web Site	Rick Parker	301-279-7145
Tours – Assist	Hank Dubois	703-476-6919	Newsletter	Ken Burns	703-978-5939
Programs	Eric Sumner	703-860-1916	Past President	Eric Sumner	703-860-1916

November Program: Show and Tell

Mark your calendar! The November Meeting is on Tuesday, November 9th 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

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