

Northern
Virginia
Regional
Group



Value Clatter



Northern Virginia Regional Group - Early Ford V-8 Club of America

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Ken Burns - Editor

NICK'S EMPORIUM

The Arrington Garage/Museum Tour

By Jim LaBaugh, Photos by Dave Gunnarson, Clem Clement, Jim Gray and Editor



Snow showers on a brisk February morning did not deter the Northern Virginia Flathead Ford Faithful from gathering at Fair Oaks Mall for the start of the month's garage tour. Among those driving vintage iron were Leo Cummings in his 1966 Pontiac Bonneville Convertible, Clem Clement and Glenn Mckinnon in Clem's '39 pickup, and Clem's friend Jim Gray in his '31 Model A.

They were joined by Eric Sumner, Dave Westrate, Keith Randall, Jim LaBaugh, John and Shelly Sweet, Ken and Helen Burns, Mark Luposello, Dave Gunnarson, Andy Koerner, and Art Zimmerli. As a few lingering clouds gave way to full sunshine, our intrepid tour leader, Hank Dubois, called the festivities to order and outlined the path to the day's destination: Nick and Kathy Arrington's home and garage/museum.

After some miles on the interstate, the long caravan of cars took to the roads that some 150 years ago brought into collision forces of the North and the South in 1861 and again in 1862 in the vicinity of Manassas.

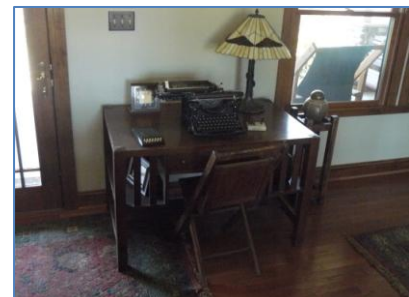
Upon arrival at the Arrington's, those in the caravan were joined by others, including Ray Lambert in his remarkable red '33 Tudor, Nick's neighbors who drove a nicely restored TR6, Ben McDonald, Bill Potter and Elyse Kudo and Steve Zimmerli. First on the agenda was a visit to the Arrington's charming house for donuts, beverages, and much conversation about cars and the historical surroundings. The warmth of our hosts made us all feel right at home.



Enjoying the donuts and beverages



Wonderful Mission style furnishings



A vintage Underwood typewriter

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Up Front with the President



March 2012

In the beginning, Henry (and Edsel) made our cars, and they were good, very good. Ordinary people like Farmer Joe, Aunt Em, and a host of others bought them, drove them and enjoyed them. Some were well taken care of, and some weren't. Except for a lucky few who kept their car in the family, our Ford V-8s were sold off to a new host of people and became second hand. For some, the Early Ford V-8 became an extra family car, for others a beater; used till it couldn't go any farther. Second hand became third hand and so on 'til they become old tired, used, scrapped or forgotten.

But our old V-8 Fords were never really forgotten and soon there came a generation that wanted to do more than just fix up that old car, they wanted restored them! Make them look like they had just left the Rouge. Because of this dedication and this drive to restore an old Ford to like-new condition, over the years our hobby has grown and become something of a marvel. Restorations, once done in driveways and carports can now be done in huge facilities dedicated to car restoration – or at least a well insulated garage. Where we once combed flea markets like Hershey to find that needed NOS part to complete our restorations, in many cases we can flip through a catalog or go on line and have parts shipped directly to our door. In some cases, like with the '40 Ford, you could almost build your own from scratch.

The restoration process is what you make of it of course, but for many of us, restoration, whether mechanical, body, or trim, is the reason many of us are in the Early Ford V-8 Club – and the Northern Virginia Regional Group. Firsthand experience and knowledge make a big difference during a restoration. While it's true we can buy many of our parts from a catalog, and even gain some expertise from a quick search on the internet, the 100 plus members of our club are a goldmine of wisdom and each one just a call or email away. Of course if you have a question, this is the month to ask since Program Chair **Eric Sumner** has set up a restoration show and tell. Bring in your story, your part, your restoration tip or tool and get ready to get re-motivated to complete that restoration or get back on the road. After all, we're here to help each other and keep those Early Ford V-8s on the road for the next 100 years!

Happy V-8ing and See you on the Road!

John

RICK'S EXCELLENT ROAD TRIP

This is Rick Parker's first installment about his recent the trip to California. He won the trip during a car club recruiting contest last year. The prize included airfare, hotel accommodations, tickets to the Jay Leno show and a private tour of Jay's Big Dog Garage for two people. Rick added a few embellishments/enhancements of his own as reported at last month's membership meeting. Ed.

Leno and Much, Much More

By Rick Parker

The Road to Los Angeles

I was informed last June that I had won the membership contest. I hadn't been in Los Angeles in something over 15 years. There were a number of attractions I hadn't seen so I decided to take a week and cover some new ground while I was out there.

The trip from Dulles to southern California was an interesting one, fraught with flight delays, missed connections and the question of whether my checked luggage would arrive at the same airport at the same time as I did. I had booked flights from Dulles to John Wayne Airport in Orange, but ended up at LAX. Fortunately, my bag got there when I did as well.

Day One – Randy Ema

I drove to Randy Ema's shop in Orange and knocked on his door. Randy is one of the pre-eminent Duesenberg experts in the country. He walked me around his shop. One of the cars there is a Jay Leno Duesenberg: the Wood brothers Town Car that he found in a parking garage in Manhattan. Another car being worked on was a 1930's 770K Mercedes-Benz (a favorite of high-ranking Nazi party officials). I didn't see the car itself, but the engine was there in several large pieces. The crankshaft is over three feet long, and the crankcase is made of magnesium.



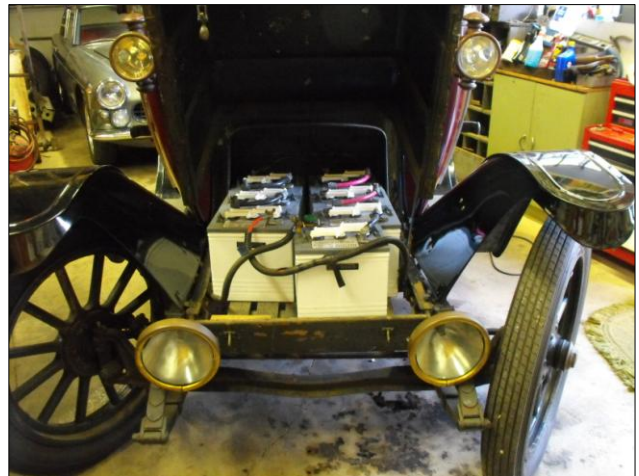
770 K Engine – image from conceptcarz.com

If you saw the episode of *Rides* on cable about Jay's 1927 Duesenberg when it was in Randy's shop for work, you may have noticed the other car parked in the garage (I did). It was a convertible of some kind that had been turned into horizontal storage space. Randy owns that car, which is an early-20s Model A Duesenberg with a later roadster body. It was also in his shop, and I recall that the brakes had been taken apart.

After we finished in the shop, we got in his car and drove around Orange to various garages where he stashes his cars (and he has **lots** of cars). The cars I recall seeing were a 1927 Lincoln L Judkins coupe, a 1937 Lincoln K Brunn touring cabriolet, a 1937 Cord Beverly sedan, a 1962 Ferrari, and a 1906 Chicago Electric (no, I had never heard about or seen one before, either).



1906 Chicago Electric: talk about plenty of headroom!



Then we went to his home where he showed me the archives in the basement: 28,000 Duesenberg factory drawings and cabinet upon cabinet filled with files on

Trip continued next page

Trip continued from previous page

every Duesenberg ever built, also more files on many Cords and Auburns. I had told him about the Duesenberg that I had had experience with in the Seventies and once in the basement he opened one drawer, pawed out a file, opened it and handed it to me, saying "There's your car." He also has a great deal of Duesenberg family memorabilia, and two more old cars in the garage at home, a 1931 Auburn and a 1962 Jaguar.

Day Two – the Nethercutt Collection

J B Nethercutt was the consummate car guy. As the owner of Merle Norman cosmetics he had the wherewithal to build a staggering car collection of vehicles built between 1898 and 1997; the collection numbers something in excess 250 cars. Before he died, JB established an endowment to keep the Collection operating in perpetuity. There is no admission charge for either building, although you do have to make a reservation for the formal tour in advance.

The first building he constructed in Sylmar was the Tower of Beauty, which includes storage and workshop space, the Grand Salon (built to resemble a new car showroom of the Teens, Twenties, and Thirties), and the Music Room on the top floor, in which is displayed his collection of music machines, including the Mighty Wurlitzer theater organ (5,000+ pipes). The Wurlitzer was built for a movie theatre when movies had no sound, and is capable of generating a wide variety of sound effects. While we were there, about a third of the machines were demonstrated.



Keyboard of the Mighty Wurlitzer

About ten years ago, the new museum building across the street was constructed to house and display more of the collection. I would guess that there are more than 100 cars on display, plus glass cases with awards won, spark plugs, carburetors, headlights (gas and electric), and mascots (*lots of mascots*).



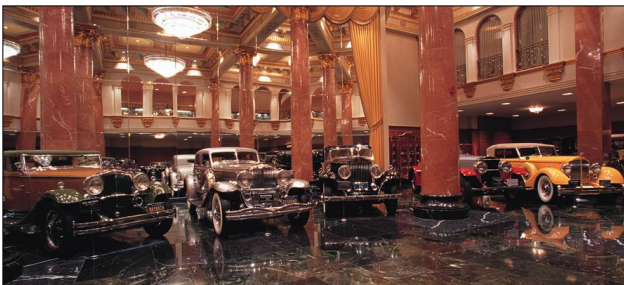
Nethercutt Museum



Grand Salon as seen from the mezzanine level



As you enter the museum



Grand Salon as seen from the main level – Nethercutt Collection photo



Just an inkling of how vast the collection really is – Nethercutt Collection photo

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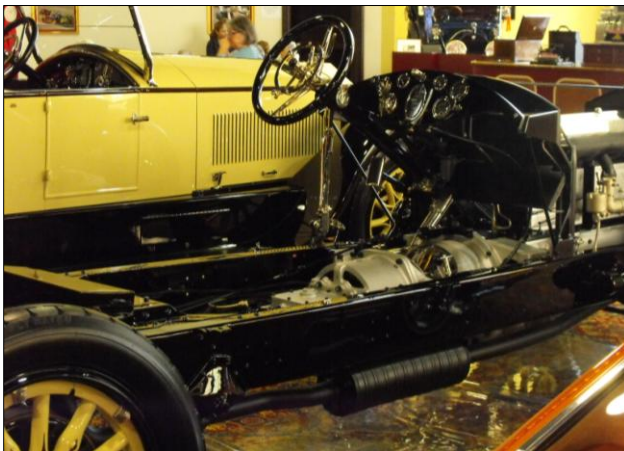
Over on one side of the museum is an extensive automotive reference library that was been amassed over the years (and is available to the public for research purposes).



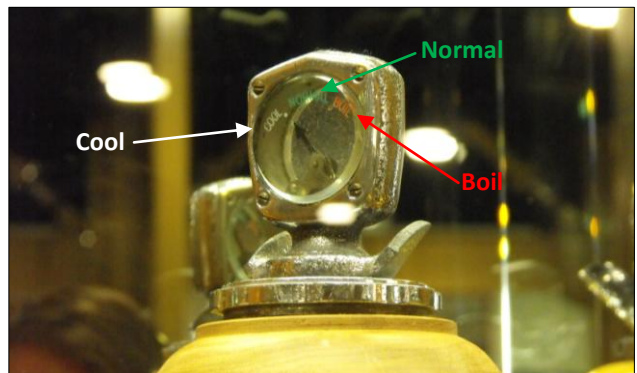
A peek into the library



A beautiful 1930 Cord L-29 Town Car



1921 [Owen Magnetic](#) – an early example of a hybrid car. Propulsion for the vehicle uses the same electro-magnetic drive principle as was used in the USN battleship USS New Mexico (BB-40) built during 1915-1918.



Radiator thermostat – it says “Cool – Normal – Boil” with “Boil” in red. Must have had a Ford flathead in mind when they designed this baby!

Behind the museum is a steam locomotive, a 1937 Royal Hudson, with tender and a Pullman railroad car.



One of several Fords in the Nethercutt Museum – a late 1947 Woodye...



Note the crown in the circle above signifying the train’s “Royal” designation.

The Hudson is given the term ‘Royal’ due to the fact that a similar locomotive pulled the train that took King George VI and Queen Elizabeth (later Queen Mother) across Canada in 1939 without an engine failure. It was originally owned and run by the Canadian Pacific. JB purchased it in 1999, and subsequently had it restored. Unfortunately, it was very windy the day I was there, and the Pullman car was not open for tours.



and another – a 1936 Cabriolet with the vanity tag “V8”

Trip continued next month

Tour continued from front page

Then, it was time to visit the garage. First, Nick showed us some of his collection that is outside under cover of a shed roof, including a very rare 8 cylinder 1930 Hupmobile 4 door sedan that had been converted into a pickup many, many years ago. Nick indicated that by converting it to a pickup truck, it qualified for more gas under the rationing during WWII.



Looks like a normal 1930 Hupmobile from this angle...



but this view shows the pickup truck conversion nicely.

Sharing the space was a 1960s Volkswagen convertible. Also nearby was a '40s Crosley sedan, a glimpse of many more Crosley examples within Nick's garage, a Crosley Speedster and a 2007 Harley Davidson.

Next stop was the shop area including a couple of hydraulic lifts, lots of parts bins, and walls hung with automotive signs of all varieties.

Also present were numerous examples of model cars and trucks that lined any space on shelves not occupied with other memorabilia. The place where all of the work is done on the many vehicles acts a foyer or lobby entryway to the main garage area. In that space many Crosleys were present including a Crosley pickup truck. Visitors were first greeted with an 1947 Australian Holden Ute pickup truck, complete with right-hand drive. More overseas flavor was

evident in the Morris Minors on the floor.



A '41 Ford Woodie, a MGB Roadster, a Morris Minor Convertible and a Crosley Pickup Truck – a very eclectic assortment of cars.

A '68 Camaro convertible brought back lots of nostalgic memories for those of a certain age as well. For the early Ford V-8 crowd there was a very nice original '41 Ford Woodie on display. The walls were adorned with countless signs related to automobiles, gasoline, service stations, car products, and street signs. While everyone wandered about admiring the vehicles and the signs, Nick provided stories associated with the different parts of his collection.

One item of particular interest was an accessory sold by gas stations in the past. It was a large vinyl envelope, with one side clear, almost poster-board in size. In the envelope were signs indicating what sort of roadside assistance a stranded motorist might need, including requests such as "Send Tow Truck", "Send Ambulance", but also including a sign that indicated everything was "OK, Just Resting."

Of course, saving the best for last, the faithful filed into the space reserved for the garage/museum.



Ray Lambert, Kathy Arrington, Shelly Sweet, Leo Cummings and Ken Burns in front of Nick's 1935 Buick 4 Door Convertible.

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A 1935 Ford Roadster, 1940 Ford Convertible, a 1941 Cadillac Convertible, and a 1935 Buick 4 Door Convertible, shared the floor with an interesting Crosley/Nash hot rod built during the late 50s/early 60s at the entrance. Nick told us he had been able to track down the original designer/builder of the car but the gent was uninterested in talking about the car.



Bill Potter, Clem Clement, and Nick with '40 Convertible in foreground.

On all the walls were the customary automobile-related signs. In addition, rows and rows of shelves filled with vintage auto parts, accessories, and products reminded one and all of an auto parts store of yesteryear, complete with a telephone booth. Looking at all the wonderful things in the space, it was as if Nick's collection of autos and memorabilia was a part of the Smithsonian Museum. A frequently overheard comment was that many of us could have spent a good day or more enjoying all of the details. The delightful ambiance included a sampling of wonderful wines brought by Elyse Kudo and served by Kathy to all of the guests, along with information about the vintages.

Although the crowd would have lingered all day in the garage spaces, it was finally time to depart to the last stop of the tour, lunch in Manassas. But first, with the sun shining brightly, the V-8 crowd assembled in front of the garage for a group photo, including neighbors and friends of the Arringtons. Retracing the path across battlefield roads led the entourage back to the Bob Evans restaurant in Manassas. A set of tables was arranged for all of us in one corner of the restaurant, courtesy of Hank Dubois' wonderful planning. Lots of good food and conversation followed, bringing to a delightful end a truly splendid tour. As we all departed, we thanked our hosts again for letting us visit their home and garage/museum, as well as for their wonderful

hospitality. Thanks also to Hank Dubois for arranging this exciting automobile adventure with Nick and Kathy Arrington.

Runnin' with the Big Dogs

By Jim Gray - The Half-an-Eighter

A week or so ago, Clem Clement asked me to join him on a run with his Early V-8 Club for its tour of Nick Arrington's magnificent garage. At first I thought he meant as co-pilot in his '39 Ford pickup, but after a few email exchanges, it was clear he meant I was to drive my Rubellite red Model A I call "Ruby." He assured me I'd see folks I knew from trips to the Armed Forces Retirement home and local shows, so I agreed. All we'd need for a great day was some good weather on Saturday, February 25th.



What's a few snow squalls when a garage tour beckons?

I arrived at Clem's at 0830 Saturday morning during a snow squall with whipping 40+ mph winds. As I walked into his garage, I wondered if he would cave and drive his modern; last I'd heard he was still struggling to get the heater working in his pickup "Uncle Raeman." I walked by and saw wires and tubes coming out of him like from a patient in intensive care. I didn't know if that was good or bad, but it meant he'd been working on him very recently.

After a quick swig of coffee, Clem showed me a jar of what he'd just drained out of the radiator - an evil looking mass more sediment than liquid; not the sort of stuff you want to see on a final radiator flush. Uncle Raeman was gonna' run today, Clem assured me, but he and his co-pilot Glen McKinnon might arrive a little bit chilled. Suddenly I was right glad to be driving Ruby with her little bolt-on Auto-Lite manifold heater.

Time was when Ruby was the alpha car in the pack with her high compression head, high-output alternator, stock case synchromesh and overdrive;

Tour continued next page

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but that was then, and this was now. On this trip, I was runnin' with the big dogs, and this trip would be different. How different? Well, when Clem said we were going on a garage tour, this is what came to mind:



I should have realized that when runnin' with the big dogs, what we would really see would be this...



GREAT STUFF!!

But I'm getting ahead of myself. After a wood-stove warmed visit to their beautiful home and some refueling with doughnuts and coffee, Nick and Kathy led us on a pilgrimage to...



Nick leads the way; Note Kathy in the red fleece carrying cups.

...their El Dorado of Crosleys, half-Hupmobiles, Utes, Big Buicks, Black Caddys, Nash Metropolitan, various "modifieds," and a Morris Minor or two in with the couple of Model As that I'd come to expect to see on garage tours.

Necessity is, indeed, the mother of invention. Here I'm checking out a four-door Hupmobile made into a pickup truck. I wondered if the modification got the owner a "T" gas ration sticker rather than an "A" sticker. During WWII, getting enough gas to get to your job done was a challenge; as a trucker you got more gas than all those "civvies" with their "A" stickers.



The "Half-Hupmobile"



Morris Minor and two Crosleys



The Black Caddy

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Crosley Hot Shot, featuring first-ever 4 wheel juice disc brakes.



1947 Australian Holden "Ute"; is this where the phrase "junk in the trunk" comes from?



Nick talkin' cars – something he's obviously passionate about.



Clem and Glen thawing out in Nick's garage



"Little" Ray ("There's a little bit of scoundrel in everybody") Lambert to Clem: "There's no such thing as a lie in a flea market."

Oh, and remember those cups Kathy was carrying to the garage? Turned out that they were for the great dry red wine Elyse Kudo brought and Kathy served us as we were wrapping up; it kinda' made some of us want to hang around a little longer.

But after absorbing as much of this Americana magnificence as we could, and the obligatory group photo, a majority of us somewhat reluctantly headed off to the Manassas Bob Evans for some lunch. It was refreshing to see that these early V-8ers ran just the way we Model A folks do – on their stomachs. But I liked the wine touch... that was pure class.

So it turned out we didn't need great weather for a great day after all. Thank you, Kathy and Nick Arrington; thank you, Elyse Kudo; thank you, Hank Dubois and the Early V-8 Club; and thank you, Clem, for lettin' this "Half-an-Eighter" go runnin' with the big dogs.

TRAIN DAY AT CLEM'S

Clem & Sandy's 39th Annual Old Car and Train Day; Another HUGE Success – Clem wonders: WHAT HAPPENED?!

By Jim Gray and Clem Clement

I was talking to Clem about 6:30 p.m. on Sunday, Feb 19, and all he could muster was "What Happened?! I managed to sneak a sandwich roll about 11 a.m., and suddenly it's 6:30 p.m., there's no snow, the food's all gone, and there's nobody left! Where'd everybody go?"

We wandered downstairs to see that several kind souls had picked up and put away the floor trains and toys; these same kind souls left the driveway chalk hop scotch grids and other artwork. Some other kind soul took advantage of the "free" sale on the small bicycle and took it off to a new home.



We weren't misbehaving...



so who called the cops?

What most of us don't realize is that Clem and Sandy start getting ready for Old Car and Train Day

over 2 months prior to the event; when it gets closer and the rest of us worry about weather, Clem & Sandy leave that detail up to the Good Lord. Save snow drifts so high that the happy throngs can't park their cars, the show must go on.

According to Clem, they spend those 60+ days shoveling out the junk from everywhere in the home. Then he adds: "Since all the rooms in the house are open, I can't hide any special trains from anyone." (Meaning Sandy, of course).

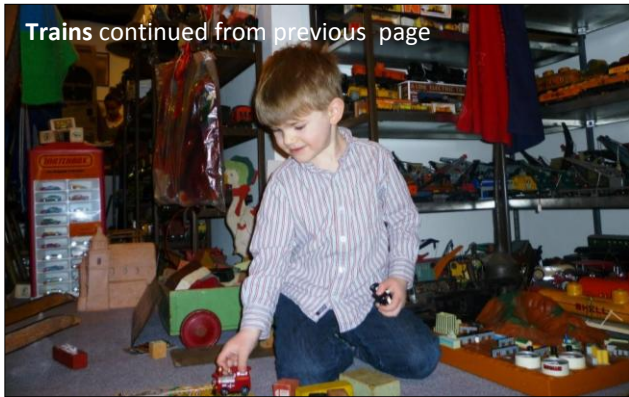
Clem tells me that Ms. Sandy decreed that all useless junk needed to go. "I hadda' hold tight to the Packard to keep me from being tossed out. A child's bike was declared surplus. I shined it up and lubed it and set it outside with a free sign on it. It went away; I'm sure it'll hear happy voices of kids again in its new home." The wooden Foosball table (i.e. soccer) was played with but not snapped up at its bargain "free" price. Benny Leonard helped Clem with his back and trailer to get an old engine block and lots of miscellaneous metal to the recycling man to the tune of \$128... see Ms. Sandy, these hobbies pay off!

Clem also claimed he painted hall trim, washed walls, and painted a ceiling; he added that he hopes all were properly "stunified" by his painting – especially on the ceiling. Several bags of old clothes went to Purple Heart; light bulbs were replaced; the train room got its tracks cleaned; flyin' pig and airplane batteries replaced; car axles oiled; and engines lubed by the pre-event Fixin' Crew.

This "Fixin' Crew" is a group of car and train guys who volunteer each year to help prep for this big event. Clem bribes us with coffee, doughnuts and outstanding Miss Sandy-made, slow-cooked chili. No stories are told and no exaggerations made, but Benny Leonard and I got drafted to work on the garage door weather stripping!

Clem adds: "In a ½ asleep weak moment I agreed that our upstairs windows and shades needed replacing before train day. Whatta guy I is!!! (Fellas please realize when you agree to such, the next step is several hours in the Next Day Blinds show room giving deep meaningful opinions and views of mauve vs opulent vs Mohave... I was beside my self... Even my favorite trick of an "Aroma moment" failed to get me outta' the place. I was so distraught that the next day I bought a train set to help my pscycologicalness recover."

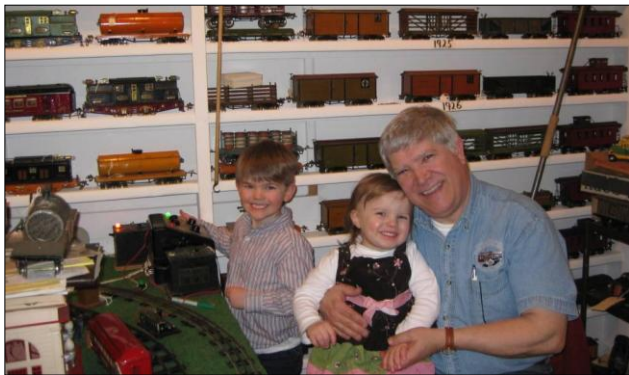
Trains continued next page



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Atticus Gray, Engineer

Clem also received some home-schoolin' from Ms. Sandy. In preparation for Train Day he had noted several clothes hampers outside the laundry room, and had put them back – but in the wrong order. Ms. Sandy had moved them into the hall on purpose, so the Next Day Blinds folks could “re-shadeize” the windows in the laundry room. “Turns out hampers have colors for a reason,” Clem added. “I DID NOT KNOW this... well I do now and I tell this news in order to save other menfolk from the dreaded “Hamper Lecture.”



Atticus & Gracie Nelson run Grandpa's Train

The morning of the show, Clem and Sandy fire up the heat under the Swedish meatballs early on and move their modern cars outa' sight around the block. His '30 Cabbie (“Ole Smokey”) and '39 pickup (“Uncle Raeman”) proudly take their places with the other “Real Cars” on the front lawn as they love crowds. Welcome signs are put out and Old Glory is unfurled; the phone rings constantly. About 11 a.m. they both note a quiet as before a gathering storm: they're both ready... but they wonder... will anyone come? Then in a sudden rush, to quote the Bud slogan: “Here we go!”

Ah, but for all of us who have been to a Clement Train Day, the payoff is grand...Clem claims that “3754023975072057” kids of all ages played with trains in the garage and in the train room... that

number may not be all that far off the mark.



Helen and Ken Burns in the train room.

As in the Toy Story movies, all those garage and floor toys get mighty lonely when they are not being played with. Fortunately, they now have less than a year to wait until the next one.



NVRG member Joe Freund (L) gets advice about his train

Clem adds: “Please understand we love this gathering and all that goes with it. Getting ready is fun and part of the happiness for Ms. Sandy is that her spring house cleaning is done. I'm in counseling about the stuff that went to the dump/recycling.”



“Daddy poured water in this guy's suit pocket.”

And next year, for the 40th Anniversary edition of Clem's train Day? More volunteers will help get the train room in order; more early spring house cleaning will be extracted from Clem; more delicious

Trains continued next page

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food will appear; train folk will look at cars and car folks will play with trains; and the order in the universe will be set straight for yet another year.

Clem's Hershey neighbor and Early V-8 Club buddy Little Ray has a saying about flea markets: "There's no such thing as a lie in a flea market." Well, Little Ray, I think that applies to Clem and Sandy's Train Day as well. No lies, just the occasional "funified fact."

So in Clem's words: "Whattaday we had! Thanks to all who attended our 39th Old Car and Train Day. We intend to keep on practicing until we get it right. Be here for our 40th next year."

Train Day

By Eric Sumner – Photos by Nate Sumner

Just Nate and myself this time. It had cleared out by the time we got there so we had run of the place. Nate seemed to like the "home made" stuff and discovered he wants some trains for our house now.



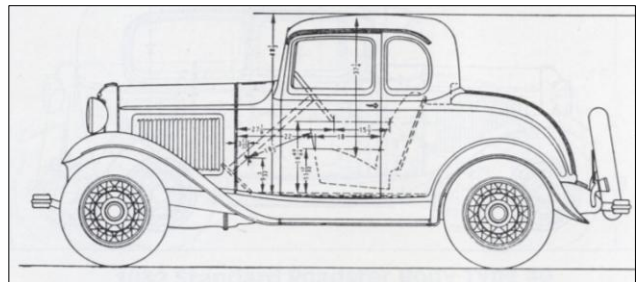
Editor's Note: Helen and I were going to take the Woodie but the threat of snow and rain made us whimper out. Turned out we could have taken it after all – nothing but cold, dry weather. NVRG Members attending: John and Shelly Sweet, Jim and Edna Cross (brought Edna's '36 5 Window Coupe), Joe and Sharon Freund, Ken and Helen Burns, Eric and Nate Sumner, and Jim McDaniel ('51 Cruiser).

3 OR 5 WINDOWS – YOUR CHOICE

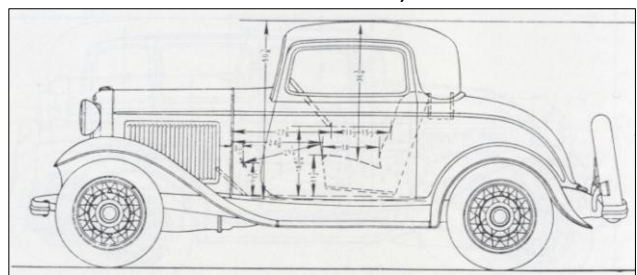
Five Window & Three Window Coupes

By Trevor Poulsen - Australia

Ford Motor Company started to build Coupes with the Model T & continued on with the Model A. These were known just as Coupes, as there was only one model to choose from. That all changed with the introduction of the all new V8 in 1932. The "base" or most economical Coupe was the Five Window Coupe, & the Doors were hinged from the Cowl, like the Sedans & all other body styles. The Five Window Coupe was only available as a Standard Model, but it appears that many Dealers upgraded them to Deluxe, by adding Cowl Lamps etc. To add extra "class" to the 1932 Ford Line-up, Ford decided to add a more expensive Three Window Coupe, which was only available as a Deluxe Model. The 1932 Ford Deluxe Three Window Coupe was unique, in that the Doors on this model only were hinged from the rear, & today are commonly called Suicide Doors, as if they are not shut properly, they can fly open, & with the extra help of the wind, they can easily come to grief. The 1932 Ford Three Window Coupe is the only model Ford for 1932 that had these Suicide Doors. Therefore, starting in 1932, Ford offered both a Three Window Coupe (Deluxe) & a Five Window Coupe (Standard), & as mentioned, the Doors opened in a different way on each model.



1932 Standard Coupe – Body Type 45
Number Produced: 32,090



1932 Deluxe Coupe – Body Type 520
Number Produced: 22,264

For 1933/1934, Ford once again offered both a Three Window Coupe & a Five Window Coupe, but for these 2 years, all body styles received Rear Coupes continued next page

Coupes continued from previous page

Hinged or Suicide Doors. For 1933 only, the Three Window Coupe was available in both Standard & Deluxe, while both 33 & 34 Five Window Coupes came in both Standard & Deluxe.

Once again, in 1935/1936, Ford again offered the Coupes in both Three Window & Five Window Models, with the 1936 Coupes to be the last models to be called a Three Window or Five Window Coupe. For the years 1935 & 1936, Five Window Coupes could be had in both Standard & Deluxe Trim, while the Three Window Coupe could only be had in Deluxe versions. During these years 1932 - 1936, they only had a front seat, good for 3 passengers with a squeeze. Any extra passengers could ride in the optional Rumble Seat, if the car was so equipped.

While all the above is true for the USA, it was a completely different story in Australia. Not sure what body other styles were assembled in Australia for the Model T, besides the Phaeton & Roadster? However, starting with the Model A, Ford Australia released the Sports Coupe for 28/29, & again for 1930. There were no 1931 Model A Fords sold in Australia. We also got a Tudor Sedan in 28 & 29, but that would be the last of this body style that we would get until the "Slopers" for 1939 & 1940.

When the all new 1932 Ford was released in Australia, it was available in four body styles, Fordor Sedan, Phaeton, Sports Coupe & Roadster, plus the Roadster Ute, which was unique to Australia. The Line up was repeated when the all new 1933 Fords were released, including a Sports Coupe. These Sports Coupes were another "unique to Australia" body style, a body style not available in the USA. However around midway through the Model Year, the Sports Coupe was replaced by a locally designed Five Window Coupe. As usual, a Roadster Ute was also available, & was joined in 1934 by a Coupe Ute. It is interesting to note that from the Cowl back, no body parts from the Australian Ford interchanged with the American 33/34 Fords.

These same body styles were repeated for 1934. It is unknown why Ford Australia made the bodies of the 1933 & 1934 Ford so different from the American Counterparts. For 1935, Ford Australia once again caught up with the American Fords, & released a full range of Body Styles. These included the Fordor Sedan, in both Straight Back & Touring Sedan models, Five Window Coupe, Phaeton & Roadster, plus the Ute in both Open & Closed Models. We

never got the Tudor Sedan, Convertible Sedan, Cabriolet, Three Window Coupe or the Station Wagon.

The year 1936 would be the last year that the Phaeton was offered in Australia, but the Roadster was continued, finishing with the 1940 model. Finally, after looking different in 1933 & 1934, the bodies looked similar to the American Models for 1935 & 1936. The exceptions being that the Height of the Trunk on the Fordor Touring Sedan was lower on the Australian model. Also on the Roadsters, there was actually more room inside the cabin, & there was room for a small seat for young children. Next time around, we will look into the all new Club Coupes for 1937.

TECH TALK

MYSTIC

By Dave Westrate

In 1996 we purchased a project car in Mystic, Connecticut, and it has been sitting in our garage ever since. The car is a 1939 Ford Deluxe Station Wagon. It had sat idle in a little red barn for many years after the owner passed and his children did not pursue the restoration.



Mystic truly was a "Barn Find!"



Loaded for the trip back to Virginia.

Naturally I had intended to start the restoration of this car right after we finished the restoration of the 1939 Ford Standard Wagon in 1999 but some-

Tech continued next page

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how the years slipped by. Well, we have finally started the journey on this one, and it looks like it will be a lot of fun. It will need a complete new wood body just as the first one did.

I believe that the most difficult part of this restoration will be duplicating and fitting the front upright piece of the front doors. It is made up of three pieces of wood joined by two sets of finger joints and the hinges are recessed into it. If this piece does not fit properly, the other doors and body components will not fit right on critical details such as gaps between the doors and door posts. The front door windows crank down into the door compared to all the other windows which simply slide past each other in horizontal tracks. The piece is full of complicated contours and has an inside and outside panel that the window slides between. My thinking was – let's do the most difficult thing first.

If you are going to set up to cut four sets of finger joints for the two front door pieces, you may as well cut all sixteen sets for the entire car. That is thirty two cuts in twenty six different pieces of hard maple. The cuts will be made on a very large Bridgeport milling machine.

Almost all of the cuts are on angles other than ninety degrees and several have very complex compound angles. The length and angles of each piece must be exact at this point because once the finger joint is cut in the end of the piece it cannot be changed. Once the proper length and angles are established in each piece, they have to be mounted in a variety of jigs so that there is at least one and one quarter inch clearance between the milling machine table and the bottom of the finger joint to clear the cutting head. Also the face to be cut must present to the cutter at exactly ninety degrees. In the case of compound angles the piece must be jiggged in such a way that the face is also perpendicular. (Yikes)



This will be the front header piece when completed. The photos show all of the pieces to be cut. Note

all of the different sizes, shapes, and jigs. Also note that the pieces are extra large which at this stage is necessary for later gluing and clamping procedures on the joints and to provide a little “insurance” for final cutting and fitting later. More on this in future reports. The wood in these pictures is about one third of the total car. Still to come are all of the horizontal pieces called “beltline” as well as most of the upright pieces. When finished we will have a matched set of 1939 Ford Station Wagons.



At least one finger joint is needed on each piece.

Join us on Saturday, March 10th for our shop tour of Dunlap Woodcrafts to see all that Dunlap has to offer including this 1941 vintage bandsaw with a three foot throat and more.



Ripping the roof longitudinal side beams at Dunlap Woodcrafts.



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 drive'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 – 1937 Lincoln Zephyr Fordor due to storage issues. Excellent body, new paint, rebuilt V-12 engine. Good original upholstery. Original radio and heater. \$15,000. **Owen Beeder**, 703-532-5644 (H) or 703-308-8899 (W) Falls Church, VA, 01/12



For Sale – 1950 Mercury 4 Door Sport Sedan – beautiful, correct restoration, Roanoke Green over Trojan Gray, EFV-8 Dearborn and AACA Senior awards, radio, spot light, duals, and much more, \$25,000. **Jane Helms** – Woodstock, VA – 540-459-5890 – 03/12



For Sale – 21 stud V8 long block for 1937 and early 1938. This engine can also be used as a replacement for 1932-1936. We believe it is a military engine as it has the firing order cast into the heads. We also believe that it is new as it was in a shipping container from Joblot when we acquired it. \$1,500.00 Also 21 stud V8 bare block for 1937 and early 1938. It has bearing caps and is clean. Can be used as a replacement for 1932-1936. It has the standard 3 1/16th bore. \$250.00. **Dave Westrate**, Oakton, VA, 703-620-9597 or DlwBaw@aol.com 03/12



WAKE UP YOUR ENGINE! '37-'40 owners – I rebuild distributors using NOS 11A shaft and weights for a better advance curve. Better starting, improved acceleration and slightly better mpg. Cleaned

Automart continued on next page

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throughout, lubed and precisely timed. Prices vary accord to parts needed - \$85-160, without caps and coil. References plus money back if not satisfied. I can rebuild 32-36 also with the original weights. **Cliff Green** 703-426-2662 cliffgreen@cox.net 12/11



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

CLUB GOODIES

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

Reserve a T-shirt 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"

THE TOOL BIN

Members,

I have a "fixture" or "jig" that attaches to our wide bolt pattern wheels ('36-'39) which then enables them to be balanced on modern wheel balancing machines. You are welcome to borrow it. I recommend [Weber Tire](#) at Camp Washington (Rte 50 and Rte 236) in Fairfax as the place to get it done.

Dave Westrate – 703-620-9597 or DlwBaw@aol.com

WELCOME TO THE CLUB

Andrew J. Koerner III

12033 Sugarland Valley Drive
Herndon, VA 20170
1940 Deluxe coupe
akoerner2@cox.net

Harry and Carol Gibson

6151 Windward Drive
Burke, VA 22015
1950 Pickup
gibbhb@msn.com



May 1, 2003: An Post (Irish postal service) issued a special stamp in commemoration of 100 years of Ford Motor Company. The stamp features a Model T along with its creator Henry Ford, whose father William emigrated to the US from Cork in the 1840s.

Commencing in June - the month in which the Centenary was celebrated - 1.6 million stamps were issued and a special First Day Cover produced.

Henry Ford set up the first purpose-built Ford plant outside America in Cork in 1917. Initially set up as a private venture, Henry Ford & Son Limited, Cork, is the only Ford company in the world to still bear the name of its founder. In 2000, the community of Ballinascarty outside Clonakilty paid tribute to its most famous son by erecting a stainless steel replica of the Model T in the village.

"Few Irish families can have made an impact on society to compare with that of Ford," says Eddie Murphy, Chairman and Managing Director, Henry Ford & Son Limited. "In providing 'mobility for the masses', Henry Ford transformed the world. This stamp is an acknowledgement of his unique legacy."



NVRG Calendar



<u>March</u>	
10	Tour to Dunlap Woodcrafts – Dunlap Woodcrafts, founded in 1975, is a unique source for high quality hardwoods. They specialize in hardwoods for gun stocks, hatchet handles, musical instruments, furniture, and have been the wood source for many antique car restorations with an impressive inventory of various wood types, an on-site drying kiln and vintage tools. The staff, will teach us about all things hardwood. Meet at 8:30AM at Fair Oaks Mall or join us at Dunlap's at 9:00AM (14600F Flint Lee Road, Chantilly). Following the tour we will grab brunch-lunch at a place TBD. Questions? Contact Dave Westrate: dlwbaw@aol.com or 703-620-9597.
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Restoration Updates – share your progress and frustrations and lessons learned with us – show and tell with projects you bring in or put your pix on a CD or flash drive to share with us – Refreshments: Nick Arrington. Questions? Contact Eric Sumner: sumnershack@aol.com or 703-860-1916.
23-24	AACA Sugarloaf Mountain 42nd Annual Swap Meet – Frederick County Fairgrounds – Frederick, MD – Saturday the 24 th : meet at Fair Oaks Mall at 7:45 am and carpool up to Frederick – don't miss this Rite of Spring! Questions? Contact Hank Dubois: hcdubois@juno.com or 703-476-6919.
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>April</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: “Ins & Outs of Riveting” by Dave Gunnarson – Refreshments: TBA
24	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
24	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
27	11th Annual NVRG Poker Run & Spring Tour – Save the date! Complete details next month.
<u>May</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBA – Refreshments: TBA
12	54th Annual AACA Shenandoah Region Apple Blossom Show - Jim Barnett Park – Winchester, VA
19	Annual NVRG/City of Fairfax Antique Car Show – Armstrong Street in front of City Hall – contact Dave Westrate (dlwbaw@aol.com or 703- 620-9597) to volunteer
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

Down the Road



June – Father's Day at Sulley Plantation Car Show
 June – Eastern National Meet – Hiwassee, GA
 July – Annual NVRG Picnic
 August – Drive-In Movie Tour
 August – Central National Meet – Branson, MO



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
Secretary	Cliff Green	703-426-2662	Property	Mark Luposello	703-356-3764
Treasury	John Ryan	703-281-9686	Refreshments	Mark Luposello	703-356-3764
Membership	Dave Gunnarson	703-425-7708	Historian	Don Lombard	703-690-7971
Tours – Assist	Hank Dubois	703-476-6919	Web Site	Rick Parker	301-279-7145
Programs	Eric Sumner	703-860-1916	Newsletter	Ken Burns	703-978-5939

Past President : **Eric Sumner** 703-860-1916

March Program: Restoration Roundup

Mark your calendar! The March Meeting is on Tuesday, March 13th 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