

Northern
Virginia
Regional
Group



Value Clatter



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

www.nvrg.org

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April 2012

Ken Burns - Editor

WOOD IS GOOD

Tour of Dunlap Woodcrafts

www.dunlapwoodcrafts.com

Chantilly, VA

By Joe Freund, Photos by John Sweet and Editor



On Saturday morning, March 10, a contingent of Northern Virginia Regional Club members met promptly at Fair Oaks Mall to make the short trip out to Dunlap Woodcrafts in Chantilly. Dave Westrate had been gracious enough to arrange the tour with Dunlap Woodcrafts so we could learn a little about hardwoods and tour their warehouses.

Dunlap Woodcrafts is a family owned and operated business supplying American hardwood to custom woodworkers. The business was started in 1975 by Wayne Dunlap from his home basement in Falls Church to serve the custom wood stock gun markets. In 1987, Dunlap Woodcrafts moved to their current location in Chantilly.

Tour continued on page 6

Up Front with the President



April 2012

With the advent of a (very) early spring, nature begins to brighten the drab browns and grays of winter with a bright and splendorous palate. Everywhere you look you begin to see the vivid yellows, purples and greens of springtime flowers; glancing at the trees reveals subtle shades of white and pink that come from a myriad of flowering fruit trees. The colors of nature have just exploded into countless hues and shades that boggle both the eye and the mind.

Even Ford would jump on the explosion of spring time color with their special springtime color offerings. These special colors were bright (for Fords) and designed to entice people into Ford show rooms and get them to buy cars! Of course Edsel Ford, the arbiter of Fords corporate style was conservative in his own color taste. Each and every Ford, Lincoln or Mercury is a testament to his exceptional sense of style and discerning eye for color. Deep maroons, dark greens, rich browns, and lustrous blacks were staple colors that bespoke of refined elegance – always with a Lincoln, but especially for a Ford. Customers also had lighter hues to choose from as well for those looking for something cooler in hot climates or a hither-come-sportier look that said “Look at me! I’m fun!”

Today we have can make our cars any color we want, but I’ve always thought the original shades approved by Edsel are hard to beat. And all the colors are fun, especially when enjoyed on the road! So be sure to get your Ford out on the road this spring and let the color of your car “shine” for all to see and admire. These Ford paint colors reflect the good taste and exceptional attention to style of a man who not only enjoyed the aesthetics he found in nature, but also on the automobiles whose name they bear. So, join us for the Poker run on April 28th and enjoy both the beauty of nature as well as your Ford!

Many of you are aware that Dave Westrate underwent major surgery on March 19th. I’m happy to report that everything went well and that he’s home recuperating and rarin’ to go. He even called in to our Board of Directors meeting on the 27th to provide us with a progress report on the upcoming Fairfax show. Send him an email, drop a card in the mail or give him a call and help speed him along the road to recovery.

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

John

RICK'S EXCELLENT ROAD TRIP

This is Rick Parker's second installment about his recent trip to California.

Day Three – the Packards International Membership Meet and the Mullin Collection

The day started at the Doubletree Hotel in Orange, south of Los Angeles, site of the Packards International annual [membership meet](#). I had been told to expect 100+ cars in attendance. I was there for about two hours, and saw maybe 40 cars.



One of your editor's favorites – easy to guess why isn't it?



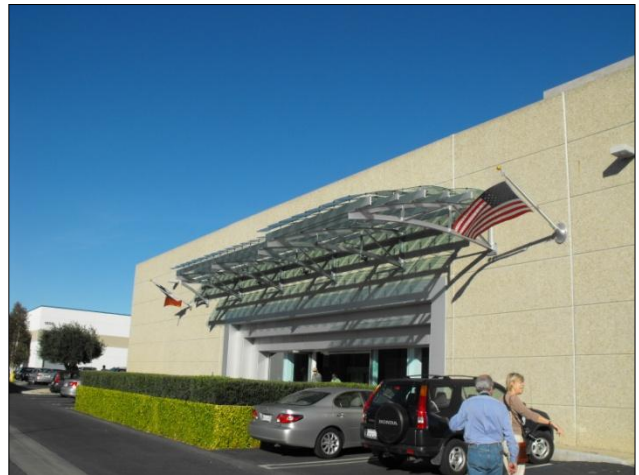
This phaeton probably weighs 2 or 3 times more than a Ford phaeton.



Not every car had been completed in time for the meet.

At about 9am, I departed for Oxnard, which is way on the northern side of Los Angeles. My

destination was the Mullin Automobile Museum. Peter Mullin is a management and financial consultant, and has long had an interest in French automobiles and art deco design and artwork.



Two views of the Art Deco exterior of the Mullin Automotive Museum.

His particular interest is the Bugatti family, father Carlos (furniture), sons Ettore (automobiles) and Rembrandt (sculpture), and grandson Jean (automobiles). There is Bugatti furniture, Bugatti sculpture and Bugatti paintings on display, in addition to the cars.



Carlos Bugatti furniture on display in the Mullin Automotive Museum.

Peter is a regular competitor at the Pebble Beach Concours d'Elegance and normally shows a fresh restoration there every year. This past sum-

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 mer, he won Best in Show with a 1934 Avions-Voisin C-25 Aerodyne saloon.



Arriving at Jay Leno's Big Dog Garage after its Pebble Beach victory.

We were told that Peter has about 150 cars, and roughly one-third of them are on display at any given time. We were also told that Peter has sent a number of cars to Paris for [Retromobile](#). (You've got to check out some of the wild stuff that's displayed there. Ed.)



Two views of cars on the main floor.



This exotic looking vehicle is a 1937 Delahaye Type-135M Cabriolet...



and this is a 1939 Bugatti Type 57C Aravis.



This 1939 Delage D8-120 Cabriolet was used in the movie "An American in Paris" starring Gene Kelly and Nina Foch.

Not every car on display is restored. We were shown a type 57 Bugatti that has 12,500 kilometers on the clock.



How's this for an original car – a true "Rouge" vehicle in our parlance. It's a 1939 Type 57 Bugatti (upgraded to Type 57C specs at the Bugatti factory by owner's request) with a Vanvooren body instead of the usual Atalante body designed by Jean Bugatti. Yikes! 12,500 kilometers translates to only 7,767 miles. The car remained in the same family from 1939 until 1991. Peter Mullin acquired the car in 2010.



Engine compartment is still pristine.

Along the back wall of the museum are seven cars from the Schlumpf Reserve Collection. The

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Schlumpf Reserve collection was 62 unrestored cars sitting in a warehouse in Malmerspach.



An eclectic mix of vehicles including a pickup truck.

Fritz Schlumpf sued the French government alleging that he was entitled to compensation after the government sold the collection to [National Automobile Museum Association](#). In 1999, a French court found in favor of the Schlumpf family, and the government was ordered to return the 62 cars in the Malmershach warehouse. Peter Mullin was offered the opportunity to purchase the entire lot, which he did in 2008.

The other car I wanted to see was the “lake car.” It is a 1925 Bugatti Type 22 roadster that sat in 170 feet of water at the bottom of Lake Maggiori for 70+ years. The car was raised to the surface in 2009, and then auctioned. Peter Mullin purchased the car for about \$350,000. The car has been preserved (*think of “as found” condition minus the mud and water, Ed.*) and will not be restored.



Note the picture of the car being raised in the background.

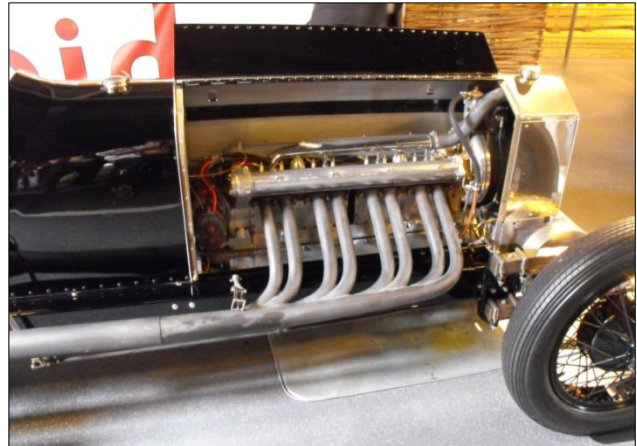


\$350,000 doesn't get you very much when you're buying a Bugatti!

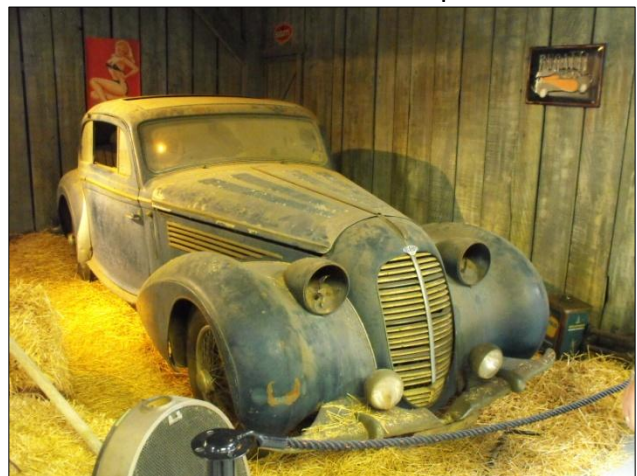
One final note: I did see two cars in the museum that were not French: a 1938 Tatra (Czechoslovakian) and a 1927 Miller front-drive race car (USA).



Tatra is the third oldest car maker in the world behind Daimler Mercedes Benz and is still in business today, primarily as a manufacturer of all-wheel drive trucks. The aerodynamic 1938 Tatra Type 87 and its predecessor, the Type 77, influenced both Edsel Ford (Lincoln Zephyr) and Ferdinand Porsche (Volkswagen Beetle).



1927 Miller front wheel drive race car. Eight years later Henry Miller would team with Henry Ford to design and built V-8 powered front wheel drive race cars for the Indianapolis 500.



This 1946 Delahaye Type 135 MS Coupe is displayed as a barn find – certainly not the way it was displayed at the 1948 Paris Auto Salon. It features a Lucite steering wheel and dash knobs – a very exotic material in the immediate post-WWII era.

Trip continued next month

Tour continued from front page

Dunlap Woodcrafts supplies select hardwoods to woodworkers who are making a wide variety of specialty items including musical instruments, cabinets, furniture and conducting antique car restorations. Dunlap also prepares custom floors and paneling for residential installation. They find and prepare select figured and custom-sawn lumber which is kiln dried for their customers.



Daniel Miranda talks to us about exotic burls.

Upon arrival at Dunlap Woodcrafts we were greeted by Daniel Miranda, a 25 year veteran of Dunlap who walked us through the first warehouse which houses the tools and work stations for the cutting, dimensional work and fabricating of hardwoods. The ceiling heights in the warehouses were approximately 20 feet high with every cubic foot used to store and stack kiln-dry hardwoods. Wow, the entire place had a great array of aromatic wood smells!



This is only a few of the many hard wood stacks at Dunlap. That's Dave Westrate's grandson David in the orange jacket taking everything in.

Daniel is quite an interesting gentleman. He is a self-proclaimed "wood nut." His love for woodwork began when he would accompany his mother to the supermarket and at the checkout counter he would

see "Popular Mechanics" with great interest and his mother would buy it for him. He read it avidly and began his own woodworking projects in junior high school. From there he turned woodworking from a hobby into a profession.

On the tour we learned:

- How moisture and the nutrients in the ground dictate the grain color of wood,
- That some of the best hardwoods have been found in barns where the right amount of drafts and air-circulation have maintained the proper moisture in the wood. The optimal moisture content of wood is 8-10%, according to Daniel.

We saw:

- Many examples of hardwood species, various ways of cutting the wood, and how wood quality is graded,
- Wood stacked in their kiln which stays there for 10 days with one gallon of water being extracted every 24 hours.
- Burls from trees from throughout the United States – the people who harvest them must comply with forestry regulations to prevent overcutting. The current price for burls is \$5/lb "green," and there is up to a 2/3 loss in gross weight after a burl is kiln dried.
- Daniel's project to fabricate two wooden mantels – one cherry and one maple – for long time customers.



Daniel explains the various ways logs are sawn and the resulting grain pattern you'll see. Shelly Sweet assists.

Bottom Line: If you need any great hardwood with superb customer service, Dunlap Woodcrafts is the place to go. Ask for Daniel, he will eagerly assist you with your hardwood needs!

Following the tour we all grabbed brunch at nearby Santini's in Chantilly.

A FAMILY CAR

My 1935 Ford

By Tommy Harper



This 1935 Ford Standard Tudor Sedan, #2188852, was purchased in 1935 by my grandfather, Charles T. "Charlie" Howell. He died in 1940 and the car was essentially parked until I purchased it from my grandmother, Elizabeth "Bessie" Forbes Howell in 1957.

My deaf mother, Elizabeth Jane Howell, recalled riding in the car as a teenager. Three times a year (September, December, and June) her dad would drive north on Route 43 over the Peaks of Otter, and then north on Route 11, taking her to Staunton, Virginia, where she attended the Virginia School for the Deaf and Blind from 1933 until graduating in 1940. She said the hum of the flathead V8 engine vibrating through the floorboard was very annoying to her, so she always lay down on the back seat to keep her feet off of the floor. Therefore, for that reason, she never drove it, and did not ride in it any more than she had to. However, my dad drove it frequently. Because he was also deaf, a restriction on his driver's license required him to have outside mirrors installed. To satisfy the legal requirement, we clamped mirrors, bought from Western Auto, to both door frames.

During my dating years, this car helped me impress the girls. It worked so well that one of those girls became my wife on October 27, 1964. A few years ago, an old high school friend of my wife (who happened to have had a huge crush on her in high school) told my daughter, "When Tommy pulled up in that '35 Ford, I knew I didn't have a chance with her." The car was not only used for pleasure; I also drove it while attending Virginia Polytechnic Institute

from 1963 until I graduated in 1968.

The car was parked in a shed in the early 1970s. The fuel pump had gone bad and my oldest son was almost old enough to drive. In the mid 2000s the shed it was parked in was starting to fall down. With all four tires flat and the car covered with over 30 years of dust and grime, it was time to make a decision. Do I let the shed fall on the car? Do I sell the car? Or do I fix the car? During Christmas of 2006, I posed the three questions to my wife, Barbara, and our five children, Robert, Michael, Frances, Kristen, and James. I also made everyone aware that if the decision were made to fix the car, it would be restored to its original factory specifications. My youngest son, James, was the first to speak up, and was totally in favor of restoring the car. The other children agreed with his sentiments. Therefore, in February 2007, the car was put in the capable hands of Monty King, owner of [King's Restoration](#), Incorporated, in Cloverdale, Virginia.

The crew at King's Restoration, Chris, Dustin, Monty, Simon, and Tim installed tires and wheels then washed the 37 years of collected dust, and grime off of the car. Dustin then asked me to come and look at my "clean" blue Ford. I informed Dustin and Monty that the original color was not blue, but was a dark green. Even my youngest son thought the car was blue; he had no idea that it was originally green. Only after the stuck lock on the spare tire cover was removed, a patch of un-faded green color was revealed on the inside. The color was computer analyzed and compared to the available 1935 Ford colors. The color was then confirmed to be Vineyard Green.

The car was completely dismantled to the point where anything that was bolted to anything else was removed. The frame was then sent for sand blasting, the engine sent for rebuilding by Terry Walters, the body and fenders sent out for dipping. Then, using the 1935 – 1936 Ford Restoration Guidebook, began the long and arduous reassembling process. As a side note, in remembrance of my dad, the "correct" outside mirrors were located and installed on both door hinges to replace the ones purchased from Western Auto. The majority of the exterior bodywork was finally completed in August 2009.

The interior work was then turned over to Freddy King (no relation), owner of [King's Auto Upholstery](#) in Roanoke, Virginia. In April 2009, after looking at numerous samples of cloth, none of which

Family continued next page

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matched the original material, it was decided to have the cloth custom woven, and custom dyed. Fourteen long and anxious months later, two bolts of material finally arrived. One was close, and the other was a nearly perfect match. Freddy, Jeff, and the rest of his employees did their magic on the seats, headliner, wood bows, chicken wire, rubber top insert, floor (including protective mats), door and rear panels, and especially the “trunk” area behind the rear seat.



The car was then returned to King's Restoration, where Monty, Tim, and Chris preformed their magic on the final detailing. I picked the car up just in time to take it to the AACA Southeastern Spring Meet in Charlotte, North Carolina, where it earned a First Junior on April 8, 2011. It also won a First Junior at the Old Dominion Meet Association (ODMA) meet in Lynchburg, Virginia on May 7, 2011. Then on May 28, in Roanoke, Virginia, the car won a first place award from the Roanoke Valley Region Antique Automobile Club of America (RVR AACA) at the Festival in the Park show. The car was then entered in the Early Ford V8 Club of America Eastern National Meet in Saratoga Springs, New York where it earned its first Dearborn Award on July 14, 2011. Next, the car was entered in the Southeastern AACA meet in Bristol, Tennessee; where it earned the AACA Senior award on August 13, 2011.

At some point during the AACA shows, my car caught the attention of the AACA National Committee, and in October, 2011, I received a letter informing me that my car had been nominated for a National AACA Award. The AACA requested that I submit two pictures of the car, and a brief description of the car's history. Then, in late December, I was informed that the car, indeed, had earned a National AACA Award, and that I was to attend the

National AACA Awards Banquet in Philadelphia, Pennsylvania on February 11, 2012. The award received at that occasion was the National AACA Ford Award for Fords built between 1933 and 1945 (post-brass, and pre-war era).

I drove my 1935 Ford, with grandchildren on board, on the track at the Virginia International Raceway (VIR) while attending an ODMA car show held in conjunction with the 2011 Heacock Classic Gold Cup Race on November 5th.

My grandchildren also wanted a ride during the annual Bedford Christmas parade where many family members, and neighbors that remembered the car from “back when” got to see what it looks like today.

2012 promises to be another year of car shows and events:

So far this year, my car has been seen on the local WDBJ – TV and WSLS – TV channels as part of the 32nd Annual Roanoke MDA Car Show held on March 2nd, 3rd, and 4th at the Roanoke Civic Center. There were about 160 cars, trucks, tractors, and motorcycles displayed inside the arenas by their proud owners. An additional 150 or more cars were outside in the car corral along side an outdoor flea market featuring car parts and accessories.

My car will be entered in the annual ODMA Spring Meet on May 3rd, 4th, and 5th at the Virginia Western Community College campus. The Roanoke Valley Region AACA Club will host the event, were I hope my car will earn the ODMA Senior Award.

I plan to show my car at the 2012 AACA Grand National Meet in Shelbyville, Tennessee on June 15th, and the Special Southeastern Spring Meet in Shelbyville on June 16th.

I will then take it to the EFV8 Club Eastern National Meet in Hiawassee, Georgia on June 21st.

In addition, I have been asked to have my car on display at the Hotel Roanoke as part of the Professional Insurance Adjusters of Virginia Convention on June 24th.

Barbara now refers to my pride and joy as a money “pit.” I don't think she realizes how deep the “well” really is, and it will most likely get deeper. She also calls it our kids' inheritance, which does not seem to bother any of them, or our grandchildren. My youngest son, James, has been very interested in the shows we have attended. He is also looking forward to the future local, regional, and national shows that we will hopefully be able to attend.

RESTORATION ROUNDUP

RESTORATION PROJECTS AND OTHER INTERESTING STUFF; WHATS BEEN GOING ON IN YOUR GARAGE?

By Keith Randall

This was a most interesting meeting with more than 25 members, one guest and 2 new members in attendance. Lots of good information was shared by all.

✚ **JACKS:** Russ Brown brought samples of 1949-50-51 bumper jacks. He pointed out the differences in lifting mechanisms and the handle length and shape for the various years. One unusual feature of the 1949 jack is the bumper lifting bracket. It is positioned above the ratcheting assembly and is the only year that anyone knew of that this was done.



Russ points out the unique features on the rare 1949 jack on the right.

✚ **AXLES:** Steve Groves brought samples of 1949 thru 1955 and 1956 and later axles. He explained why the '49-'55 axles were weak and that many broke during the years of daily driving. Jim McDaniel commented that he experienced such a failure not that long ago on his 1951 Cruiser. The good news that Steve shared was the fact that the upgrade of these earlier axles to the stronger '56 and later variety is something that can be accomplished in your garage without too much difficulty using shims and the proper replacement parts.



Steve Groves covered the best choice in axle shafts for Shoeboxes.

Leo Cummings commented that many years ago he remembers a shade tree solution to removing broken axle parts from the housing could be accomplished using a section of an old, wide style metal venation blind; carefully sliding it under the affected part and then sliding (hopefully!) the whole affair out the end.

✚ **EXTERIOR TRIM PARTS:** Bill Simons brought in an exterior stainless steel trim piece from his 1949 Custom Station Wagon. This is the part that has the word 'Custom' recessed into the trim and painted black. He wanted to repaint just the word and not the whole piece so, what to do? What he did was use some of that old medicine cabinet standby Vaseline! Bill explained that he carefully applied the Vaseline to all the higher profile areas around the word Custom, masked off the rest of the part and spray painted the piece. After the paint was dry he cleaned off the Vaseline, removed the masking tape and voilà, it looked as new and fresh as anything that Ford put out in the day.



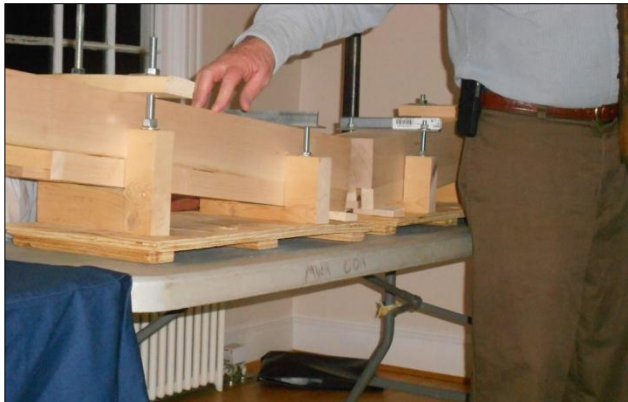
Bill explains how he restored the stainless steel "Custom" badge for his 1949 Woodie.

✚ **WORKING WITH WOOD:** Dave Westrate brought in some of the wood pieces that he is working on for the restoration of his 1939 Deluxe Station Wagon. He explained/displayed the jig that he had made in order to make a new header board for his car. He went on to point out the various compound angles and finger joints that are necessary to create this replacement piece. Another one of the difficult wood parts he is working on requires 28 cuts and 23 separate pieces to reproduce. He is using beautiful, high quality maple for his restoration and intends to use Dunlap Woodcrafts for the intricate finger joints that must be made. He said that Dunlap's has a rare, old Bridgeport Milling

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Machine that can cut the finger joints he needs. Dave's advice, always get more wood than you think you will need!



Dave points out the intricacies of building a jig to cut the finger joints for the front header.

GASOLINE ETHANOL BLENDS: Dave Westrate again. He brought in a handout published by the Renewable Fuels Association that states: "The results from the tests with carburetors and fuel pumps suggest that E10 can be used in older vehicles, although the owner is likely to be faced with additional costs associated with sealing fuel tanks and cleaning and rebuilding fuel systems more frequently than in the past." There were materials listed which are incompatible (reactive to) Ethanol: Zinc, Brass, Lead, Aluminum, Terne (lead-in alloy common in older OEM fuel tanks), lead based solder, natural rubber, polyurethane, cork gasket material, leather, polyvinyl chloride (PVC), polyamides, methyl-methacrylate plastics, and polyester-bonded fiberglass laminates. Is this enough to worry about?

RESTORING SEATS: Ken Burns brought in photos and parts from the seats of the 1941 Deluxe Station Wagon that he is restoring. He passed around the retainers he restored that hold the seats to the floor. He also displayed some of the 178 seat coils that he said took 10 to 15 minutes each to sand blast (I'll let you do the math on that task!). He also had photos and examples of his ability as a seamstress. That is, he reproduced the burlap pockets for the coil springs from roll stock of that fabric. When it came time to paint the individual coils Ken came up with an ingenious method of dipping each coil in Rust-Oleum and then hanging them up to dry on a couple of drying racks that he fabricated (he also utilized all the other hanging space he could find including the rails of his garage door!). So, what had once been a condominium complex for Mickey and Minnie Mouse and 700 of their closest relatives is well on the way to becoming seats worthy of

another fine old V8 Woodie.



Before and after shots of the rear and middle seat retainers.

1935 CABRIOLET: Even though Hank Dubois was not able to be at this gathering, he sent along photos of the progress on his latest project, a 1935 Cabriolet. Most all of the necessary sheet metal work and fitting of fenders and such has been completed. Cliff Green filled us in on the details of the car's history and pointed out that the original owner had used the car on his honeymoon and had written 'Just Married' under the cowl vent cover so you could see that signage when the vent was open.



Lots of smiles on Hank's face now that all the sheet metal has been trial fitted on his 1935 Cabriolet.

1935 1½ TON TRUCK: Dave Gunnarson explained that following the purchase of his truck in 1999 he spent considerable time accumulating an extensive, detailed literature collection about this particular heavy Ford truck. This effort has been of immense value because he has discovered that many areas/items were specific to 1935 alone. Dave reports that the engine is rebuilt and the rear end is done. He is currently tackling necessary frame cleaning and repair. He has built several special jigs for the work he is doing on the truck. He had photos of the frame rotisserie he fabricated and has previously shared with the club the heavy duty riveting that has been accomplished. Dave gives credit to Dave Westrate for the following comment on the progress of a restoration: "In the beginning, you wash-up on the way *out* of the garage...towards the end, you wash-up on the way *into* the garage!"

Roundup continued next page



Dave copied this blueprint at the Ford Archives and therefore was able to fabricate missing pieces for an engine splash pan.

BODY TOOLS: Ed Mascali brought in a couple of vintage body working tools. He explained how an unusual looking large tool was most likely used to remove small dents in the days before ‘Dent Master’ was available. He also brought along a heavy duty, curved backing tool that could have been used on the early V8 Ford bulbous style fenders when using the hammer & block dent removal technique.



Ed and his vintage picking tool.

FUEL TANK: Art Zimmerli brought in the fuel tank from his 1936 1½ ton truck. He explained the rusty condition it was in when he took it to Chem Strip to see if there was any hope in bringing it back to a useful condition. Well, the Chem Strip process certainly produced a shiny, new looking tank! Art is hopeful that there aren’t any pinhole leaks that show up but, right now it looks great. He also brought along the weird looking hydrostatic fuel sending unit that goes in the tank.



Art explains he had the tank for his '36 big truck chemically de-rusted.

LAPIDARY TUMBLING: Clem Clement brought in samples of what he has been able to do with his lapidary tumbling machine. This machine is something that is used to polish stones which are most often used in jewelry making. Clem says that he uses bits and pieces of sharp, pointy metal (nuts & bolts) mixed with liquid soap to clean up many small, rusty parts. He also says that there are other kinds of media, to include molasses, which work well in cleaning parts. Who would have guessed!



Opposite sides of the same Lionel tender shows the effects of Clem’s tumbling process. After tumbling it was ready for repair and repainting.

1940 DELUXE TUDOR: New Member Andy Koerner introduced himself and showed us photos of his recently acquired 1940 Ford DeLuxe Tudor. He explained how he was at an auction in West Virginia searching for a shotgun to add to his collection when this car came up for auction. He said that his son kept after him to keep bidding on the car until the gavel came down. Andy says the old Ford had been in storage for 35 years. It has had some modifications that include a roll and pleated interior, dual exhaust and a spot light. There is some light surface rust on the vehicle but, it is basically sound. Andy says that he was even able to contact a prior owner and got some more information about the car. Eric Sumner gave Andy a hand in getting the Ford running and Andy says he wants to get some miles on the car before he decides what area on the car to tackle fixin’.



Andy’s '40 fresh off the trailer.

All in all, a most enjoyable and informative meeting. Even though it ran over in time by almost an hour, no one was anxious to leave and many side discussions were going on after adjournment.

Dig 'em out, Dust 'em off, Blow 'em out, Shake 'em down!

If none of these work; drive mama's car, the ol' commuto-wagon, even a Brand X Bow Tie or anything else that will move under its own power!

11th Annual NVRG Spring Poker Run & Scavenger Hunt

Saturday, April 28, 2012

9:30 a.m. – First V-8 departs from Fair Oaks Mall

Travel some of the area's beautiful scenic roads to view the spring blossoms!

Lunch at a great local restaurant!

Great prizes - \$\$\$ gift cards for both scavenger hunt and best poker hands!

See you on the road!

Reservations/questions: Don Lombard – (703) 690-7971 or don.lombard@verizon.net

OUT & ABOUT

Cowtown Swap Meet

By Clem Clement and Jim Gray

Sunday morning, March 25, NVRG members Dave Gunnarson and Clem Clement met Jim Gray of the Model A Club for a final pre-brief of our mission at 0400. As we clamored into Clem's Tahoe, he confidently predicted a 0630 arrival; "we gotta' gets there first!"

Somehow Clem mismanaged his en route timing, and arrived at the hallowed fields at 0628. With Dave and Jim grumbling about our timing, we de-Tahoed queeekly and, with flashlights in hand and trophy sacks like Santa carries over our backs, we raced onto the playing fields of Salem County Fairgrounds. After a quick check-in with Frankie Heiss (auto restoration expert extraordinaire who, with his Dad, has done several Duesenberg restos), we took off in three different directions to peruse the trash and treasures.

First strike was some low-priced Craftsman's tools. New even! Dave nabbed a matched set of castors and Clem bought a train set. The back forty was covered with Goose-doo as expected, and over laid with greasy car parts and unimaginable jetsam spewed from 8 rows of vendor's van/trucks/ trailers. Clem was able, but just barely; to pass on two nice auto trunks and a mismatched pair of exhaust

headers. He slobbered over a pair of '49 Plymouth bumpers which he dearly wanted.

Due to our supreme personal control and wiseness, we were able to depart without the skin-only remains of a '40 ford pickup for \$2,500; a '40 LaSalle with a mystery motor for \$6,500; and other mighty fine assemblages that were euphemistically heralded as "cars" on their sales placards.

After our 2-hour shopping spree, we rejoined at Frankie's booth, and prepared for our departure to the secret eggs place before gassing up and heading home. Did we mention the sausage gravy over all food stuffs???

Although Clem procured a checkered flag for \$0.00 (a price he had hoped in vain would please Miss Sandy), he regrets not grabbing that 3-foot concrete statue of the Michelin man that called out to be his friend.

After two pit stops and an in-flight repair of a center overhead console attachment failure (by extending the two front visors and ignoring the problem) on the way home, we arrived safely at our departure point "noonish" (big hand over the little hand).

All- in-all, it was a magnificent sortie to the "South Jersey Regional AACA 41st Annual Swap Meet and Car Corral – Woodstown, NJ"... you know, "Cowtown."

Early Ford V-8 Club – Northern Virginia Regional Group
2011 Annual Financial Summary

BUDGET ITEM	INCOME	EXPENSES	NET	COMMENT
Membership				
'11 Dues	\$675.00			
'12 Dues	\$1,095.00			
'13 Dues	\$75.00			
'14 Dues	\$15.00			
'15 Dues	\$15.00			
Membership Total:	\$1,875.00	\$0.00	\$1,875.00	
Publications				
Calendars	\$1,933.55	\$383.18	\$1,550.37	
Tech Tips	\$3,535.00	\$1,359.29	\$2,175.71	
Member Directory				
Valve Clatter	\$0.00	\$337.19	(\$337.19)	Includes 2 years mailing costs
Publications Total:	\$5,468.55	\$2,079.66	\$3,388.89	
Events				
Poker Run	\$55.00	\$252.23	(\$197.23)	
Fairfax Car Show	\$2,065.50	\$1,034.28	\$1,031.22	# Registered = 94
Monthly Meetings	\$158.00	\$1,081.67	(\$923.67)	Income from 50/50 – rent
Picnic	\$180.00	\$511.16	(\$331.16)	
Tours	\$0.00	\$90.50	(\$90.50)	
Holiday Gala	\$1,960.00	\$2,750.19	(\$790.19)	45 participants
Event Total:	\$4,418.50	\$5,720.03	(\$1,301.53)	
Merchandise	\$52.00	\$7.00	\$45.00	
Miscellaneous	\$0.00	\$1,226.26	(\$1,226.26)	PO Box, Website, Contributions
ANNUAL TOTAL	\$11,814.05	\$9,032.95	\$2,781.10	

Submitted by: John Ryan
March 15, 2010



City of Fairfax

Antique Car Show



Old Town Fairfax



Saturday May 19, 2012

10:00AM - 3:00PM

LOCATION: CITY HALL

(Between Rt. 123 & University Dr.)

10455 Armstrong St. • Fairfax, Virginia
Historic Old Town Fairfax—A Sense of Place

Live Bluegrass Music & Food!



Presented by:
Northern Virginia Regional Group
of the Early Ford V-8 Club
City of Fairfax

Downtown Fairfax Coalition
Old Town Fairfax Business Association

A portion of the
proceeds are donated
to the Armed Forces
Retirement Home
in Washington, DC

Come See the Model-T Ford Reassembled in 15 Minutes!



Disassembled 1926 Model-T Ford...



Getting it together...



SHE RUNS!

Saturday May 19th at 1:00 PM

Don't Miss this Extraordinary Demonstration!

For more information go to: www.visitfairfax.com or www.nvrg.org • email: info@nvrg.org

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



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 – 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 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 –

Automart continued next page

Automart continued from previous page

Frances Jenkins, maey00@comcast.net 7/11



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



Wanted – 1938 Ford sedan delivery. Nice original;
older restoration or project with decent sheet metal.
Bill Potter (c) 301-466-2610, Thanks. 03/12

WELCOME TO THE CLUB

Jim & Therese Rodda
5618 Knollwood Road
Bethesda, MD 20816
jroddacpa@gmail.com
1932 Model B Tudor

John and Joan Miles
P.O. Box 240
Ophelia, VA 22530
1936 Phaeton

SL Ross' Parts Sale

April 13 and 14, 2012

9am – 3pm

[8358 Orange Court, Alexandria, VA 22309](http://8358-Orange-Court-Alexandria-VA-22309)

Most of these parts are 1935 and 36 unless otherwise noted.

MECHANICAL:

- Pistons and rods, new valves, 34-36 shocks, starters, generators, new spring shackles, 3 springs, 4 radiators, piston ring sets, 21 stud iron heads, fly wheel, drums, 1, 34 block and pan, 2, 35 and 36 blocks and pans, crank shafts, iron heads, assorted distributors and carburetors, throttle and choke rods, shafts and knobs.

MISCELLANEOUS:

- 6 volt heater, 35-36 door handles, 36 peddle assembly, 34 window channels, belts and battery cables, 35-36 radio with head, open car rear view windows, instruments and gauges, door motor mount, boxes of shocks, wiring, carburetor parts.

SHEET METAL:

- 3 sets 1936 head lights, 4 bumpers, dashboards, 4 grills, Pines grill front (NOS), 1940 Ford grill sides, splash pans, cowl vent, waterfall, fender braces, headlight braces, convertible window frames, glove box doors, hubcaps, numerous fenders and other body parts, ash trays.

TOOLS:

- Skill saw, air nibbler, engine analyzer, jacks, paint equipment, table saw, spring spreader, car stands and dollies, battery chargers, extension cords and more.

MAGAZINES:

- *V-8 Times* complete 1967-2006, other misc. V-8 times, Lincoln Zephyr, Skinned Knuckles, Antique Auto Pubs.

CARS:

- 1948 Lincoln Continental Convertible and a 1948 Lincoln Continental Coupe



Both cars nicely restored. [Click here](#) for more pictures of Convertible.

Steve Ross nautibuoy1@earthlink.net 301-994-9707



NVRG Calendar



<u>April</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Restoration Trifecta: Toe-in Adjustment by Jay Melton and two more informative subjects – Refreshments: Leo Cummings
24	NVRG Board of Directors Meeting – 7:30 pm @ County Club of Fairfax.
24	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
25-29	Spring Carlisle - Collector car swap meet, car corral and auction. More if here.
28	11th Annual NVRG Poker Run & Spring Tour – See page 12 for details.
<u>May</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: Dave Westrate updates us on Woodie woodworking techniques and processes – 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. See page 14 for details. Contact Dave Westrate to volunteer dlwbaw@aol.com or (703) 620-9597.
29	NVRG Board of Directors Meeting – 7:30 pm @ County Club of Fairfax.
29	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>June</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Annual Ice Cream Social and Art Show – Refreshments: Dave Gunnarson
17	39th Annual Sully Antique Car Show – 10am – 3:30pm. This is a great, multi-generational family event – bring the whole family and join us for a picnic in the shade by the Woodie Club display. Contact Clem Clement if you haven't received a registration form - clem.clement@cox.net .
19-22	2012 Eastern National Meet - Hiawassee, GA – click here for YouTube video presentation.
26	NVRG Board of Directors Meeting – 7:30 pm @ County Club of Fairfax.
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

[Down the Road](#)



July – Annual NVRG Picnic
 August – Drive-In Movie Tour
 August – Central National Meet – Branson, MO



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



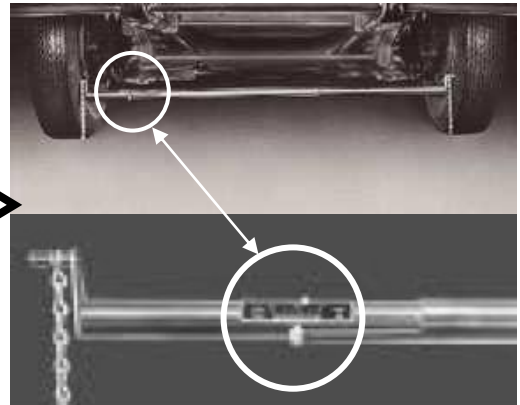
President: **JOHN SWEET** 703-430-5770

Vice President	Jim McDaniel	703- 569-6699	FFX Show	Dave Westrate	703-620-9597
Secretary	Cliff Green	703-426-2662	Property/Refreshments	Mark Luposello	703-356-3764
Treasury	John Ryan	703-281-9686	Tours	Art Zimmerli	703-323-1774
Membership	Dave Gunnarson	703-425-7708	Historian	Don Lombard	703-690-7971
At-Large	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

April Program: Restoration Trifecta – Adjusting Toe-In and Much More

Mark your calendar! The April Meeting is on Tuesday, April 10th 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