

Northern  
Virginia  
Regional  
Group



# Value Clatter



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

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

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*Ken Burns - Editor*

# FAIRFAX 2012

Family Fun in Fairfax – Fifteen Annual Show a Huge Success

*By Editor*



Well, as you can see from the picture above the weather gods were smiling on us again this year. What a perfect day for a car show and I think that the 103 folks who registered for the show would agree. As always, Armstrong Street in front of Fairfax City Hall was filled with a wide variety of vehicles. By our “official” opening time of 10:00 AM the street was completely full and folks subsequently arriving were parked in the overflow parking by the office condominiums. Since we basically park cars on a first come-first served basis many “regulars” arrive early to park in their own favorite parking spot or to be with friends. With trees lining both sides of Armstrong Street and lots of shade and grass there really aren’t any so-called bad spots – just some that folks find more desirable than others. Once again Don Lombard and his crew ran a seamless registration gate, handing out registration packets to those who had preregistered or assisting those who wanted to register at the gate. Once clear of the registration process Dave Gunnarson and his parking team quickly efficiently directed folks into vacant spaces. Some set up elaborate and/or informative displays in front of their cars and others decked them out in period correct drive-in restaurant regalia. “Baby” books were popular with those who owned the car during the restoration process whether they did the work themselves or had somebody else do it. As a gearhead I sometimes look through the books hoping to pick up some tips but I think the real value of the “baby” books is to educate the general public about our old car hobby. Many folks just aren’t aware of the time and treasure that has been invested in these cars to preserve them for future generations to see and appreciate.

**Show** continued on page 10

## *Up Front with the President*



*June 2012*

The open road. It's always been part of the American experience, and certainly part of American car culture from the beginning. The first recorded coast to coast trip happened in 1903 when Dr. Horatio Nelson Jackson, on a bet, decided to drive cross country to San Francisco. In 1909 Alice Ramsey was the first women to make the trip. In 1919 future president and initiator of the interstate highway system, Dwight D. Eisenhower was part of the U.S. Army's Transcontinental Motor Convoy. It was during this period that the then Lieutenant Colonel Eisenhower saw the need for a network of well maintained, well marked roads.

During the Depression era of the 1930's, for many Americans travel by car was a matter of necessity, rather than a pleasure. Millions of Americans took to the road in search of a job, a better life and the American dream. World War II, gas rationing, and more importantly, rubber for tires stopped the road trip for almost all Americans for the duration of the war. With the VE Day and VJ Day, it was time to jump back in the car again and head wherever the whim would take you. Almost 70 years later, even in an era of \$ 4.00 a gallon of gas, the idea of the road trip is still as popular ever. Long or short, days, weeks, or months, the open road still beckons and allows you a freedom like no other.

As Early Ford V-8 enthusiasts, we're very lucky. Road trips, whether our Poker Run, a weekend tour, or a driving trip to a National meet are fun, plentiful and extra special because of the cars that we drive. Our road trips take us off Eisenhower's Interstates and onto the secondary and tertiary roads that give a glimpse of what the real America is all about. So this year as we head towards summer, why don't you plan on getting your Ford out for at least one driving event. It doesn't even have to be a club of regional event, just get out and enjoy the purr of that flathead. I've decided to take up the challenge, and I hope you'll see my '46 Lincoln out on the road very soon. After all, the open road is calling!

See you out there,

*John*

## RICK'S EXCELLENT ROAD TRIP

*This is the final installment of Rick Parker's report on his trip to California*

### Day Six – the Big Dog Garage

Three friends joined me for the visit: Ray and Barbara Giudice from Baltimore, and Jim Riffenburgh from Atascadero, California. We arrived at the garage at the appointed time of 1:00 pm. We were met by Bob, who said he has been with Jay for over 20 years. We hopped in a golf cart, and he proceeded to drive us around the display building, and talked about each of the cars on display. We were told that the garage has 100,000 square feet of floor space under roof, and has 102 cars, and 110 motorcycles. The display building has six or seven rooms, each with different kinds of cars parked in them. One room has six of the eight Duesenbergs he owns, another is full of Bugattis (I think I counted ten), one room with muscle cars, another with muscle cars and sports cars. After that, my memory gets a bit fuzzy.

We were told that Jay has eight Duesenbergs.



Four of Jay's Duesenbergs on display and... – Rick Parker photo



the remainder of Jay's Duesenbergs on display. – Rick Parker photo

There were six on display: the original 1927 Model X sedan that Jay found in Burbank, the 1930 LeBaron barrel-side phaeton, the 1931 Murphy Beverly sedan, the 1932 SJ Murphy convertible coupe, the 1934 Walker coupe, and an unbodied

1929 J chassis. Previously during my trip I had seen Jay's Wood Brothers town car at Randy Ema's shop.

Motorcycles are on display everywhere. I didn't pay close attention, but we did see Ducatis, Brough Superiors, Nortons, Indians, Triumphs, and Harleys. And yes, we did get to see the one that is jet-propelled, and I seem to remember another one with a big, honking V-10 engine...



A virtual sea of motorcycles. Motorcycle.com photo

Jay buys what he likes, and his interests are wide. The collection encompasses brass, heavy classics, muscle cars, sports cars, and several contemporary supercars. Then there's the off-the-wall stuff, like the Tank Car, the Hispano with a Hispano aircraft engine, the Rolls-Royce Phantom II with a Merlin engine, and the jet-powered motorcycle.



Jay and his jet-powered Y2K bike. – Motorcycle.com photo

We moved on to the other building, which houses the workshop space, the industrial stationary steam engines, and the steam-powered cars. Jay has several Stanleys, a couple of Whites, two running Dobiles, one Doble display chassis, and a pair of large steam tractors. I recall that four of the steam engines are permanently installed, three are opera-

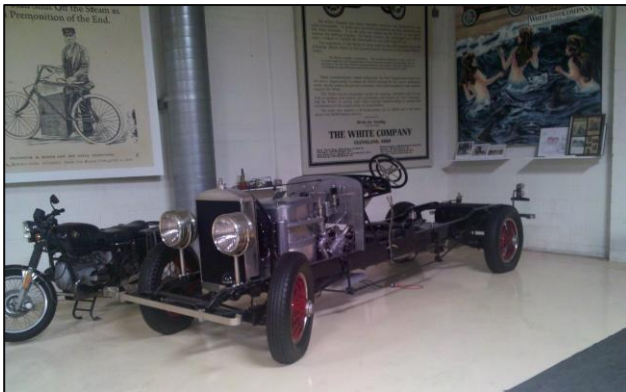
Trip concluded next page

Trip continued from previous page

ble, and the fourth was apart. There are at least four additional steam engines sitting on pallets waiting to be installed.



Jay's two running 1925 Doble steamers. – Rick Parker photo



Doble display chassis with a cut-away boiler. – Rick Parker photo



1914 Stanley Steamer. - jaylenosgarage.com photo

We were shown some of the pieces of shop equipment: the paint booth, the water-cutter table, and the 3-D scanner and printer. We saw a valve for one of the Stanleys that had a cracked flange. The crack was covered with tape and then scanned. The printer then generated a plastic part that can be used either for a mold or as a pattern. The shop also has two dynamometers, one for engines, and the second is a chassis dynamo.



1962 Maserati engine on the engine dyno. – jaylenosgarage.com photo

When I received the email confirmation of the garage visit, I was explicitly told “NO photography”. While we were there, I asked if I could take a couple of pictures for the newsletter, and was permitted to do so.



1913 Mercer Raceabout. – Rick Parker photo

From there, I was invited to dinner with a friend, Steve Snyder and his family in Orange, where we spent a very pleasant evening kicking tires and talking cars.



Automotive artwork adorns the walls – in addition to this large poster, Jay actually has one of these – the only operational mid-60's Chrysler turbine powered car in private hands. Rick also got to see the actual car. – Rick Parker photo

### Day Seven – back to the real world

The trip home was completely uneventful, a fine end to an incredible week in Los Angeles. I want to mention that the things I saw were all in different parts of the greater LA area, and I ended up putting 750 miles on (and two tanks of fuel into) the rental car in six days.

## ON THE ROAD AGAIN – FIRST TOUR OF 2012

### Scavenger Hunt and Poker Run

By Wayne and Jane Chadderton

An usually cool April 28<sup>th</sup> morning with the threat of rain greeted the NVRG for our 11<sup>th</sup> Annual Scavenger Hunt/Poker Run. The turnout included five vintage cars: David and Norma Blum's 1939 Zephyr; Ken and Helen Burns' 1941 Woodie; Hank and Cindy Dubois' 1935 3 Window Coupe; Frankie Martin with brother-in-law Ronnie Sasher riding shotgun in Frankie's 1951 Custom Tudor; and Rick Parker's 1966 Lincoln Continental four door convertible (with John and Shelly Sweet aboard).



V-8s (and a V-12) awaken from their long winter's nap.

Also joining the festivities were Hank and Bea Amster; Wayne and Jane Chadderton; Leo and Kathy Cummings; and David and Barbara Westrate who all opted for modern vehicles with fully functional heaters. The Fair Oaks Mall served as the starting point with instructions and directions handed out by our dedicated organizers Don Lombard and Jim LaBaugh (Keith Randall was also one of the tour planners but unfortunately was unable to participate and enjoy the fruits of his efforts).



Tour organizers Jim LaBaugh (L) and Don Lombard (R) armed with clipboards get ready to launch us out on our first tour of 2012.

Five stops were on this year's run with 28 questions to be answered from information available along each of the routes. Visual observation was the only source for this information (Google, smart phones etc., were not permitted). Sealed envelopes with the final stop indicated on a map were also

handled out for anyone who was unable to complete the full route. No one was permanently lost as all were able to find the final destination.

Cars left Fair Oaks Mall in 5 minute intervals and traveled approximately 60 miles through 4 Virginia counties (Fairfax, Prince William, Fauquier before ending up in Stafford County). The first leg, about 10 miles through Fairfax County included 8 questions and concluded in Clifton where Leo handed out the poker cards along with instructions for leg 2.

Leg 2 traveled through Fairfax and Prince William Counties for approximately 16 miles with 10 questions concluding at the Bristow Manor Golf Club with Dave Blum passing out the cards and leg 3 instructions.



The Blum's stylish '39 Zephyr looks right at home in the Bristow Manor Golf Club parking lot.

During the drive the group passed a Civil War reenactors encampment by the 49<sup>th</sup> Virginia infantry ("Extra Billy Smith's Boys") dressed in blue being held at the Brentsville Courthouse Historic Center in Bristow. For more information on their events check out their web site: [49thvirginiainfantry.com](http://49thvirginiainfantry.com).

Leg 3 traveled through Prince William and Fauquier Counties for approximately 8 miles with 4 questions ending up at the Catlett Deli Market with Hank Amster handing out the cards and leg 4 instructions.



A very colorful former church we passed along the way.

Tour continued next page

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Leg 4 traveled through Fauquier County for 22 miles with 5 questions ending up at the Hartwood Elementary School with Ken Burns handing out the cards and leg 5 instructions.

Leg 5 traveled through Fauquier and Stafford Counties for 5 miles and ended at the Pancho Villa restaurant in Fredericksburg with Don handing out the final cards.

The restaurant provided an area for a social period and lunch. Jim officiated over the awarding prizes to the winners of each category.



Ken Burns is obviously happy with his winning hand and the \$50 Home Depot gift card.

Prizes for the Poker Run were awarded first, with Ken and Helen Burns holding the winning hand containing 3 Jacks; second place by Frankie Martin and Ronnie Sasher, and third place by Hank and Cindy Dubois. The Scavenger Hunt questions awards were next, with Frankie Martin and Ronnie Sasher, Hank and Bea Amster and Hank and Cindy Dubois all answering the same number of questions correctly. Frankie Martin then drew the high card to claim the first place prize. Fortunately the rains did not materialize during the event. A good time was had by all.



Don Lombard hands Frankie Martin his \$50 gift card for winning the Scavenger Hunt portion of the tour.

## MORE WOOD IS GOOD!

### We Have a Master Woodworker in Our Midst!

By Cliff Green – photo by Eric Sumner

Not only has Dave Westrate completely built a new body for his 1939 Standard, he is now in the process of building another for his 1939 Deluxe! The NVRG was in awe of this man's talents with wood, namely hard maple, basswood and birch plywood. Dave provided a PowerPoint presentation on what it takes to produce an authentic wooden body for a Ford chassis.



Dave not only had an informative PowerPoint presentation but brought one of the original doors and lots of brackets and miscellaneous pieces to share with us during his presentation.

The presentation opened with the evolution of wooden cars from the depot hack of the '20's to the last of the true Ford Woodie in 1948. After 1949, Ford attached the wood to a metal frame and soon thereafter wood was simulated by decals and plastic. The maple forests on the Ford land near Iron Mountain, Michigan, and the factory that was built there became the source of the famous Ford woodie wagons.

Dave discussed the levels of restoration from the cosmetic to the complete new body. We have several examples within our club. Cliff Green has done wood piece replacement; Ken Burns retained the original wood on one of his '41s and has obtained an entire wood body kit for the other; Jim LaBaugh has relied on a wood restorer; and Dave built the body himself.

Wood continued next page



Cliff replaced the right rear D pillar and wheel surround



Ken had an entire wood body kit built by Cincinnati Woodworks



Jim's car in the shop in Pennsylvania for wood restoration



Dave's '39 Standard in 2000 with some of the new wood he built

The wooden body required constant varnishing during its lifetime to preserve its integrity. Few owners went to this trouble and expense, hence the wood deteriorated and rotted at key structural points, like the bottom of the doors, header boards and roof side beams. The plywood side panels always buckled and cracked.

Piece repair can be as simple as a rear corner post or as difficult as front door hinge area with finger joints. Pieces can be veneered also. The next problem is blending the color to match the existing wood which is done with stain, dyes and tints.

Dave discussed the "Do-It-Yourself" route and the tools required to get the job done. He belongs to the Woodworkers Club in Rockville and has the use of all the professional tools and advice necessary for the job. In addition Dave has special cutters to make the complex finger joints and belt mounding. He spins these on a Bridgeport milling machine.

All the structural supports of a Ford woodie are maple, whereas MoPar used ash. The roof slats are made of basswood because it is light. It is very critical to get the best wood that has 15% moisture or less. He says it ought to be oversized and extra!

Dave explained the process of the planning necessary to make some of the complex pieces and the jigs required to mill them. You have to

use reference points that are square and flat.

His talk included many photos of the various operations of his own work and vintage shots of the Iron Mountain factory. It was interesting to note that none of the factory workers using the production machinery had ear or eye protection!



Ford lumberjacks use a two-man chain saw to harvest timber on Michigan's Upper Peninsula – no eye or ear protection here either!

After Dave made the various wood parts (167 total), he fits them together with clamps and more clamps. Once satisfied with the fit and gaps, he glues the frames and builds the body with brackets and various fasteners, using jigs to make sure everything goes back square and true.

The finishing steps are using a good marine varnish, building 6-8 coats with sanding between. At the factory, everything was sprayed including the stainless steel "blind nuts!"

The final step is to "top it off" with vinyl over canvas. It takes a hot day with several helpers to stretch the material using stainless tacks. Attach the rain gutters and the job is done!

Dave was very modest and understated about how much time, planning, and craftsmanship went into each step in the building process. He has produced one magnificent body and the second one should take less effort since he has "been there, done that!"

All the members now have a better understanding why wooden cars are so expensive and so beautiful to look at and it is especially nice to say "I did it all myself!"

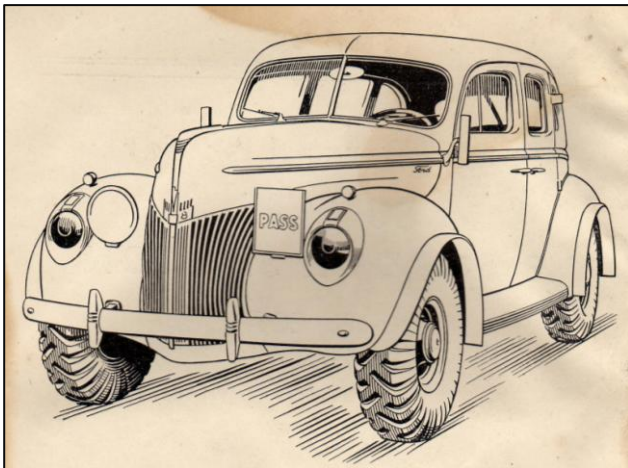
## ANOTHER FORD CONUNDRUM!

### What Was an E01A?

By Colin Spong

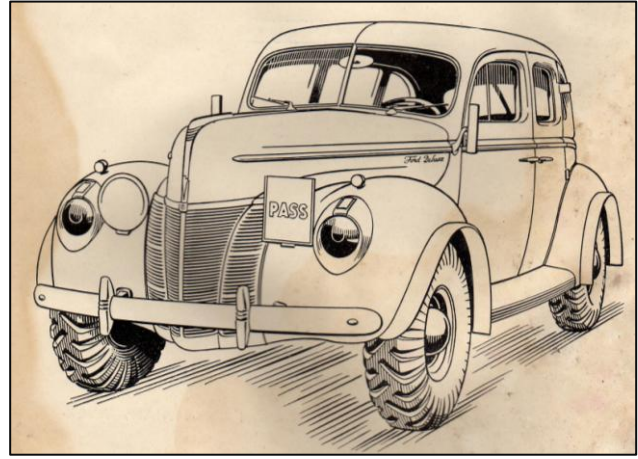
This was a question that I asked myself when I recently found a Spare Parts Book for this very car. The 01A was the 1940 USA Ford with which we are familiar but which, due to the start of World War II in September 1939, does not seem to have been sold here in the UK. However, it is possible that some made their way here as they may have been shipped to export destinations before the announcement in the USA or Canada and had been at sea on the outbreak of war. This book dated November 1940 and showing the Ford Dagenham address relates to Contract V-4056. Our military vehicle expert, Robert Davey, tells me that this does not appear to be an Army contract but possibly an RAF one. E01A cars were built from 'Diverted' supplies (Ford Motor Co chart 1-Jan-1942). This could mean they were part of a foreign contract, possibly French, that was diverted to England and the cars were modified for British requirements, such as the 900x13 tyres. This happened with aircraft and trucks ordered by the French Government and diverted to England after France fell in 1940. Also the date in the book pre-dates the Lend-Lease agreements between Churchill and Roosevelt.

The book shows both the Standard Model -73A and the DeLuxe Model -73B, both being left hand drive.



E01A-73A

It is probably fair to assume that the cars were imported from the USA or Canada perhaps in knocked down component form to maximise shipping space. Parts Books are very useful and they tell us much more about a car than a handbook or sales brochure.



E01A-73B

Externally the changes to the 01A are easily spotted. There are typical British boxed trafficators on the cowl, thirteen inch wheels with "sand tyres", front and rear wings have extensions to accommodate the tyres that appear to be the same as those on the WOC1 truck illustrated in Robert Davey's article in the Autumn 2010 edition of the Telegraph. Small side lamps are fitted to the tops of the front wings and listed as being "wing lamps ARP." 1940 saw Ford using sealed beam headlamps for the first time but those shown in the illustration don't look as if they are sealed beam, in fact the marking on the lenses show the Bosch symbol if we can rely on the artist's illustration. Bosch lamp units were fitted to the 1938 and 1939 Lincoln-Zephyrs sold in the UK and therefore could have still been available in wartime. The book lists the headlamps as having a separate bulb, reflector, and lens in addition to gaskets so we are sure that the sealed beam unit was not used. Similarly, the rear lamps are shown as having E01A part numbers and "disc rear lamp ARP" which we can assume relates to black-out lamps. The speedometer may give us a clue that the cars were diverted supplies. The speedometer head is shown with an E01A part number whereas all the other parts of the dash assembly have normal Ford numbers. If the car were originally destined for France or other European countries the speedometers would have been calibrated in kilometres and not miles. For British Forces use perhaps these speedometers were changed to a mph instrument. The parts book also shows us that the DeLuxe and Standard models had different speedometers.

Mechanically the car becomes even more interesting. In the USA the 21 stud engine was phased out of production being replaced with the 24 stud

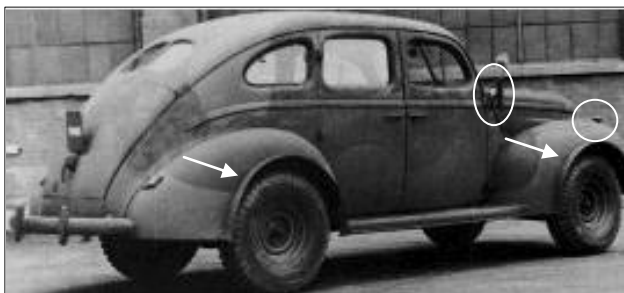
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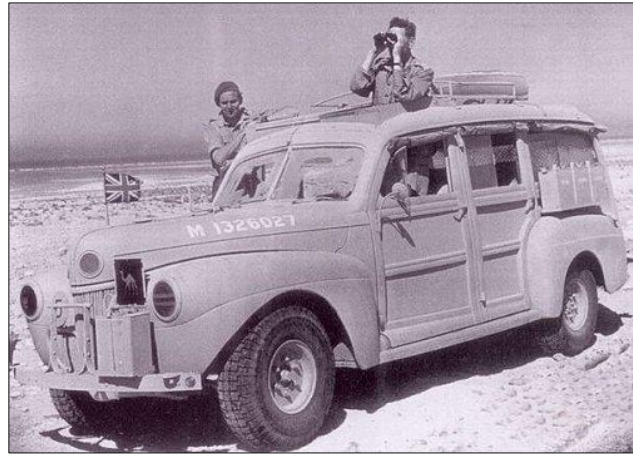
**E01A** continued from previous page

engine in 1938. However, the engines used in the UK continued to be the 21stud until the end of production in 1951. The E10A Parts Book tells us that the Standard Model 73A used the 24 stud engine while the DeLuxe used the 21 stud engine. How confusing must that have been for Forces repair shops? It is difficult to understand how this came about. Were Standard and DeLuxe cars supplied from different factories, USA /Canada or were 21 stud units readily available and simply used in wartime emergency conditions? The remainder of the car seems to be comprised of normal 01A components with the exception of the front axle assembly which has an E01AF part number. Perhaps the axle had to be modified to allow for the turning circle of the extra wide wheels. Rear Axle ratio is 3.78 to 1 and the clutch is a 9 inch.

In May 1940 the British Expeditionary Force to Europe had lost all its equipment in the evacuation from Dunkirk. Military hardware, tanks, trucks, cars and motorcycles littered the withdrawal route to Dunkirk. The Army tried to destroy most of the equipment but the victorious *Wehrmacht* salvaged thousands of trucks and cars, many of which were used in their Russian Campaign. This left the British Army with a need for trucks and cars that could not be totalled fulfilled in the UK. With the fitting of the sand tyres these car were most likely intended initially for use in the North Africa Campaign but it is quite likely that they were later used in Europe as the Allied troops fought their way up through Italy. In my childhood in the 1950's I do remember a Humber car used locally that was still fitted with the small 13 inch wheels and what I remember as "big tyres". My father explained to me that they were intended for the desert. It is not thought that there are any surviving E01A's.



This appears to be a photo of an actual E01A- 73B staff car. It seems to have the right tell-tale signs: sheet metal fender fairings covering the wide 900x13 sand tyres, the small fender mounted side lamps aka "wing lamps ARP" and the cowl mounted typical British boxed trafficators. I found this photo and several other photos on the web. There appears to be more E01A info on the [Maple Leaf Up blog](#). Editor.



The editor's favorite WWII Ford military vehicle – not an E01A staff car but a Canadian-built C11-ADF used by British forces, primarily in Africa. It used the same 900x13 sand tires but instead of fender flares it has cut-away fenders in front and widened fenders in the rear. Several of these vehicles still exist including one that was in Nick Alexander's former collection. Neat sun roof, huh!

## WELCOME TO THE CLUB

**Bob and Joanne Kranich**

White Post, VA

703-606-0692

[bobkranich@att.net](mailto:bobkranich@att.net)

I am looking for a 4 door sedan 1936 thru 1939. No show car, just something to drive around and visit some of the local shows. It may also be a project car. It seems that most of them are if you want to keep in the lower price range. I have two sons who are interested in learning about Early Ford V-8's. I also have three grandkids. It may have some updates such as Hydraulic brakes, 12 volt etc. I want to keep the outside original. The engine may be 1936 thru 48 Ford V-8.

## MEMBERSHIP HANDBOOK ERRATA

### Moved

*Dorothy Morrison*

606 Kestrel Court

Woodstock, VA 22664

No new phone # yet

### Corrections

- ✚ *Ken Gross*: Correct mobile number is: 540-664-0469
- ✚ *Ben McDonald*: Correct phone number is: 540-292-1632
- ✚ *Maury Roesch*: New Home phone number is: 434-202-8045
- ✚ *By-laws*: Article II, Section 2: There shall be three (3) classes of membership:



The sign in front of this 1981 Lotus Turbo Esprit Essex say it's #37 out of the 100 commemorative vehicles built and only one of two in the United States.



Cliff Green's display showed he was prepared for a picnic, a round of golf and car care with this nice display.

Once again this year our show seemed to be drawing lots of families out for a good time with their kids. The City of Fairfax Fire Department brought their fire safety training trailer and parents and kids had a chance to go through the burning building simulator – how many other car shows offer such a great educational/public service opportunity! On family fun side the National Capitol Model T Club put on the always popular “Assemble a Model T in less than 15 minutes” demo. Jim McDaniel and his '51 Custom Cruiser guarded the upper end of Armstrong Street and for a good part of the day he had the door open and so kids were able to get their picture taken with Bubba 'n Earl.



Bubba 'n Earl peer out the window of Jim's Cruiser but for the life of me I can remember which is which.



Here's another great kid magnet at our show. The Fairfax County Police Department bought out two of their nearly vintage Crown Victoria cruisers. The one in the background is a late '80s model and the one in the foreground in a mid '90s version.

What else could a family ask for? Okay, how about food service by the Knights of Columbus and great musical entertainment by the King Street Bluegrass Band.

We're fortunate to have lots of great members and vehicles in the NVRG and this show is a great opportunity for us to see stuff we might otherwise miss. We've got lots of members in the local D.C. area but other members travelled quite a distance to support the event.



Lin Bourne drove his nifty '37 pick-up up from Falmouth and...



Joe Freund had his rare 1948 6 cylinder out on display.

The show concluded with the usual trophy presentation. Special thanks go to Cliff Green for soliciting sponsors for all the trophies and to his crew who judged all the outstanding vehicles on

Show continued next page



**Best of Show**  
**John Williams – 1969 VW Pickup**  
**Camper's Trophy & Awards**



**Mayor's Choice**  
**Don Pauley 1941– Lincoln Continental**  
**Camper's Trophy & Awards**



**People's Choice**  
**Bob Williams – 1958 Lister Jaguar**  
**Camper's Trophy & Awards**

Best Early Car	Personal Touch Jewelers	1927 Ford Model T – Dick Sullivan
Best of the 30s	Bill Worsham – State Farm	1935 Packard 12 – O. Kerr
Best of the 40s	Printing Ideas	1941 Ford Woodie – Ken Burns
Best of the 50s	Interstate Van Lines	1955 T-Bird – Jim Chesley
Best of the 60s	Rust Insurance Agency	1968 Camaro – Jerry Gattozzi
Best of the 70s	Weber Tire	1970 Mustang – Scott Hovenbeck
Best of the 80s	Fairfax Auto Parts	1981 Lotus Espirit – Thomas Neel
Best Hot Rod	Bubba's Rods & Customs	1932 Ford Rdstr – Paul Malandrino
Best Custom	Bubba's Rods & Customs	1955 Chevrolet PU – John Sheridan
Best Commercial	Monitor Systems	1937 Ford Pickup – Linwood Bourne
Best Import	Business Benefits Group	1957 Jaguar XK-150 – Janet Wood
Best Ford	Hard Times Café, Fairfax	1947 Ford Coupe – Bill Selley
Best GM	Nick Arrington – Auctioneer	1969 Camaro – Jerry Andreatos
Best MoPar	Safford Dodge	1937 Dodge – Len Wade
Best Orphan	Dunbar Armored	1933 Packard – Hal Herman
Best Paint	Quality Auto Body, LLC	1956 Corvette – Keith Colton
Best Engine	Business Benefits Group	1955 Ford – John Liebermann
Best Interior	Reliable Property Management	1970 Buick LeSabre – Paul Puff

display. Also our thanks to Vern Parker for selecting his "Best of Show" and Councilman Greenfield for his continued support and selection of the "Mayor's Choice" award. Bill Simons emceed the awards ceremony ably assisted by Jim "Windsock" McDaniel.

Dave Westrate informs me that our show now reaches an international audience; his daughter has a friend at work who is originally from Russia. This friend stopped by our show and took scads of pictures which were then posted on Facebook for all his friends back in Russia to see. Is it just me, or has the world truly become much smaller and interconnected?

Dave, I know I speak for all club members in thanking you for once again chairing this great event.

### Great Car Show Today

*By Jim McDaniel*

Just wanted to let you all know how much Bubba 'n Earl appreciated being at the show. They had a wonderful time talking to the kids, both little and big. Here they are relaxing after they got home.



Show Continued next page

Show – continued from previous page

## Fairfax Car Show, 2012

By Jim “Half an 8” Gray

Jim wrote this article for the “Ford Script,” the newsletter of the George Washington Chapter of the Model A Club. He was gracious enough to share it with us. Ed.

The Northern Virginia Regional Group of the Early V-8 Ford Club of America hosted their annual car show along Armstrong Street in front of Fairfax City Hall on Saturday, May 19 from 10:00 a.m. – 3:00 p.m. Our club was well represented, not only with our Model As, but with some of our members’ other cars as well.



GWC MAFCA line up at Fairfax City Hall

Our Model As were parked on the semi-circle in front of the City Hall. Last year’s “Best of Show” winner, Ashley Williams, was parked in its position of honor, just to the left side of the main entrance.



2011 Best of Show – Ashley Williams’ ‘31 Deluxe Sedan

John Dougherty drove his ‘30 Standard Tudor; Paul Gauthier drove his ‘30 Deluxe Fordor “Blind Back” Sedan; I drove my ‘31 Deluxe Coupe “Ruby”; Buddy Jenkins drove his ‘31 Sport Coupe (& brought his 9N Tractor); Chuck & “KK” Kunstbeck drove their un restored ‘31 Deluxe Coupe; Benny & Sharon Leonard drove “Miss Alley,” their ‘30 Standard Tudor; and Mike Petty drove his ‘31 Town Sedan.

I also saw Scott Leaf showing off his light blue ‘69 Chevelle SS; and Al & Janet Iagenmmo showing

off their 1957 Jag with its “Gurrrrr” license plates.



Chuck Kunstbeck’s Coupe and Buddy Jenkins’ 9N Tractor

Show Chairman Dave Westrate arranged for perfect weather again this year which made the show an automobile lover’s delight. As Honorary Chairman, Vern Parker’s primary responsibility was to select the “Best of Show.” I was stunned last year when Dave’s judging crew selected my Coupe for the “Best of 30s” trophy (sponsored by Bill Worsham’s State Farm Insurance Agency); we were all pleased when Vern selected Ashley Williams’ Deluxe Sedan as “Best of Show.”

As I enjoyed looking at the marvelous collection of cars, I grabbed a tasty chili dog at the refreshment tent provided by the Knights of Columbus from St. Leo’s Catholic Church in Fairfax, and looked through the Fairfax City Fire Department’s Life Safety Demonstration trailer. Throughout the day, good music was provided by “King Street Bluegrass.”

At 1:00 p.m., we watched the National Capital Area Model T Club put on their assembly demonstration of their “Take-Apart-T”. With Tom Terko’s able assistance, they once again beat the clock, and got their pile of 85 plus-year-old parts reassembled into a drivable automobile in less than 12 minutes.

One of the most interesting cars I saw was this *unique* owner-designed and built fiberglass roadster mounted on a ‘58 Jaguar frame. Its 675-hp custom-designed and manufactured engine should result in a quick wind-part of your hair; I declined his offer of a race for fear of embarrassing him.



Custom built body on a ‘58 Jaguar frame with a 675 hp engine

Another car I enjoyed was Keith Randall’s ‘38

Show – continued next page

**Show** – continued from previous page

Ford Deluxe Sedan. Even though it was 7 years newer than the newest of our Model As, it bore some interesting similarities: it still had a 6-Volt electrical system, running boards, a tilt-forward windshield and mechanical brakes. Most interestingly, it was nearly all original.



Keith Randall's 1938 Ford Deluxe Sedan

This year's "Best of the '30s" trophy went to a '35 12-cylinder Packard owned by an O. Kerr; I saw that car, and it was amazing. That fabulous 675 hp Jag won the "People's Choice" trophy, and "Best of Show" went to a now nearly unique vehicle, a 1969 VW Pickup owned by John Williams. Great choices; and a great day all around! This is a fun show; with lots of fascinating entries every year; come next year if you can and see what I mean.

## CAR SHOW REPORT

### WINCHESTER 2012

By Mr Torque – aka Bill Simons

Saturday, May 12, started with a cool breeze and lots of sunshine; the perfect day for a car show! Several days beforehand, and anticipating the nice weather, I sent out an NVRG email blast to see who might want to caravan from Fair Oaks. The silence was deafening!! I talked to Art Zimmerli and he was driving "modern" later in the day as was Andy Koerner. Dave Blum and his Lincoln Zephyr wanted to drive up on Route 7 and Hank Dubois was driving "modern" as his '35 coupe was in the shop for some transmission repairs. So my lone '49 Woodie rolled up Route 50, being closely followed by Hank, arriving about 9:15 AM. As the morning progressed the show field filled out but it seemed to me that there were still lots of empty spaces. There was nothing special in the flea market, lots of model cars. My only purchase was a small, about 4 inches across, home made apple pie. Delicious!!

During the late morning and early afternoon I

had conversations with Von Hardesty, [I forgot to ask him if he drove his newest acquisition, a '48 Merc Convertible], David Blum, who made the trip up Route 7 safely, Steve and Wendy Pieper and Steve's Dad, Wil. Steve drove Tommy Lumpkin's '36 Roadster and apparently had a smooth ride out and back. Van Gillenwater and his '51 Ford were there along with Jim Cross, who I believe trailered a Case bulldozer to the show but I never could find it, Art Zimmerli, Jack Sweet, Jason Javaras, and Hank Dubois. I did not see Andy Koerner and there may have been others there that I missed.



Bet Bill enjoyed his newly-installed overdrive on the trip over and back

At the awards banquet that evening our club made a pretty good showing with Steve Pieper generously mailing out the following awards:

- ✚ David Blum – Special award and first place trophy
- ✚ Steve Pieper – Special award
- ✚ Jim Cross – Special award
- ✚ Jack Sweet – First place trophy
- ✚ Jason Javaras – First place trophy
- ✚ Bill Simons – First place trophy

## EASTERN NATIONAL MEET CARAVAN

Anyone who is interested in driving in caravan to the Eastern National Meet in Hiawassee GA please contact Bill Simons. A group of club members are leaving Monday morning, June 18<sup>th</sup> and returning on Friday, June 22<sup>nd</sup>. Phone: 202-776-5030 (W), 703-536-3648 (H) or email [bsimons@rustinsurance.com](mailto:bsimons@rustinsurance.com)

## NVRG E-MAIL BAG

### Barn Stairs and the Prom

From Tom Shaw

Little did we know that when the folks from NVRG built those sturdy steps on our barn that it

Barn continued next page

Barn continued from previous page

would hold such a precious cargo. My grandson, Josh Martin, top row landing, asked Sarah and me to host him, his date and several friends for the Prom dinner. Of course we said yes. Well “several friends” soon ballooned to 16. Sarah and I had a great time preparing a meal with our daughter and son-in-law’s help. Other parents brought desert, drinks and other goodies. Pictures were taken at the Barn stairs, with the ‘51 Ford convertible, on the swings, three bails of straw, and other places around the house.

I just wanted to show the fellows who volunteered their time and energy to help a fellow V-8er out in a time of need how their handy work can be used. They are a handsome bunch of kids aren't they. One of the most important things that came out of this effort was that no kids from Loudoun County High school were killed or were peeled off of a tree drunk. The kids were picked up at our house by a limousine bus taken to the school and then returned to our house, by the same bus.



## THE PREZ & HIS RIDE

### The President and Fords, Lincolns and Mercurys

*By Editor*

There are probably more pictures of Harry Truman with Ford products than any president. Back in the January *Valve Clatter* this column brought us to the celebrations following the Allies victory in WWII. The Sunshine Special continued in Presidential service up through 1950 and President Truman used it during his 1948 presidential re-election campaign against Governor Thomas Dewey of New York. However, by Truman’s inauguration on January 20, 1949, the Sunshine Special had been relegated to second line service and the President rode down Pennsylvania Avenue in a brand new 1949 Lincoln Cosmopolitan Convertible. But before we get to the Inauguration there was a very significant event that

put Ford in the national spotlight and that of course was the first civilian passenger car produced since production ceased in 1942. That car was a 1946 Ford Super Deluxe Tudor that rolled off the Edgewater, NJ assembly line on July 3, 1945, approximately 5 weeks before VJ Day. The car was delivered to President Truman on August 29, 1945, and these new Fords made their public debut on October 26, 1945.



The famous Ford approaches the end of the assembly line in Edgewater, NJ and a short time later...



Henry Ford II drives it off the assembly line.



President Truman accepts the Ford from Henry Ford II on the grounds of the White House. It’s interesting to note that the car now sports dealer- installed optional fog lights and a spotlight.

Rides to be continued...



**For Sale** – 1938 Ford 5-Window Coupe – Washington Blue. 4,900 miles on overhauled engine. New wiring, power brakes, new tires. Excellent driving condition. Exterior paint, chrome & interior in very good condition. \$35,000. Contact **Bill Chaney**, Deltaville, VA. 804-776-7597 (H) or [flihi@va.metrocast.net](mailto:flihi@va.metrocast.net). 5/12



**For Sale** – Original 1949 Ford Fordor. Original – 37K mi (unverified) – 2<sup>nd</sup> 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](mailto: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](mailto: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](mailto:DlwBaw@aol.com) 03/12



**For Sale** – 1940 Ford transmission with Zephyr gears, also included is an original set of gears. \$550.00.

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Column shift. **Walt Babic** – [WBabic@cbmove.com](mailto:WBabic@cbmove.com),  
703-524-2100 (W) or 703-525-6070 (H) 06/12



**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](mailto:cliffgreen@cox.net) 12/11



**Wanted** – 1935 Front Perch Bolts – **Nick Arrington** -  
[nta1153@verizon.net](mailto: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



**Wanted** – Wanted: 1) 10 inch clutch parts. Pressure plate and friction disk from 41-48 car or 41-53 light truck. Flywheel from 48-53 light truck. And/or 49-51 Mercury B&B clutch parts. Worn out clutch disks OK. 2) 42-48 front brake drums/hubs (drums mount on the inside of the hub). Prefer worn out drums because I'll replace them with new repro drums. 3) 42-48 rear brake backing plates, brake shoes, etc. 4) original 42-48 generator - just need a rebuildable core. 5) 42-48 crankshaft pulley. 6) Have lots of 49 - 53 engine parts to trade or sell. John Ryan 703-281-9686, 301-469-7328, [john@ryanweb.com](mailto:john@ryanweb.com) email is best during June. 06/12

## THANK YOU

**Old Cars**  
Weekly News & Marketplace

**Golden Quill Awards**

### 2011 Golden Quill Awards Announced

By Editor

Old Cars Weekly announced the winners of the 2011 Golden Quill awards on April 23<sup>rd</sup> and the *Valve Clatter* was once again honored to be chosen for the award in the Regional Compact category.

Other regional groups awarded a 2011 Golden Quill for 2011 include the Northern Illinois RG's *Road Chatter* (fifth consecutive award for National Early Ford V-8 President Ken Bounds and his wife Carolyn Bounds), Hi Country RG's *The Distributor* and the Indiana RG's *Hoosier Views*. *Puget Sounds* received an honorable mention. Nationally, the *V-8 Times* and the *Foundation News* also received awards as did the *Woodie Times* which members of the NVRG also receive.

*Old Cars Weekly* says "The purpose of the competition is to encourage a balanced, well-done publication that meets the needs of its car club while advancing general knowledge of collector cars and their history." I want to thank everybody who contributed to the *Valve Clatter* during 2011. Without your valuable contributions I could never put together a newsletter that comes anywhere close to what we have now. If you haven't contributed yet I encourage you to give it a shot. I will work with any one who wants to give it a shot. Once again thanks for all your support. /s/ Ken

## NVRG FAMILY PICNIC & BBQ FEAST

Saturday, July 7<sup>th</sup>

- ✚ V-8 caravan departs Fair Oaks at 11:00 AM sharp. Let John Sweet know if you'll be part of the caravan so you don't get left behind – 703-430-5770 (h) or [speedbird201@gmail.com](mailto:speedbird201@gmail.com)
- ✚ [Directions to Art's farm](#) – from Warrenton go 12 miles west on Route 211, turn left on Route 642 at Amissville, follow 642 for approximately 3.1 miles, look for the small lake and open cattle gate on the right, follow the grass road up the hill to copse of trees on top. Park old cars in front of the mansion ruins – new cars to the right. Call Art on his cell if you get lost: 703-200-2424.
- ✚ We plan to eat at about 1:30 PM.
- ✚ \$5.00 for adults – kids eat free. NVRG will provide plates, cups, utensils and other ephemera. Bring your appetite and a dessert, fruit or salad to share. Also your own beverages and lawn chairs.
- ✚ Contact John Sweet by July 1<sup>st</sup> to so we can get a headcount.





# NVRG Calendar



<u>June</u>	
2	<b>Leesburg 26<sup>th</sup> Annual Car Show</b> – 5pm to 10pm – historic downtown Leesburg – 801 North King Street – contact Carol Craig (703-864-1665) for more info.
2	<b>Historic Fredericksburg Region 55<sup>th</sup> Annual Meet</b> – 8am to 3pm – Caroline Street, Fredericksburg – contact Jason Javaras ( <a href="mailto:JJsFords@verizon.net">JJsFords@verizon.net</a> ) or J. Gordon Brown (540-372-6896) for more details.
12	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Annual Ice Cream Social and Art Show – <b>Refreshments:</b> Dave Gunnarson
17	<b>39<sup>th</sup> Annual Sully Antique Car Show</b> – 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 ( <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> ) if you haven't received a registration form.
19-22	<b>2012 Eastern National Meet</b> - Hiawassee, GA – <a href="#">click here</a> for YouTube video presentation.
26	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ County Club of Fairfax.
<u>July</u>	
7	<b>NVRG Family Picnic</b> – Art and Sarah Zimmerli's farm in Amisville, VA – details on page 16
10	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Eastern National Meet Review – <b>Refreshments:</b> <b>Volunteer still needed!</b> – contact Mark Luposello if you can help: 703-356-3764 or <a href="mailto:drspdracer@gmail.com">drspdracer@gmail.com</a>
28	<b>Fort Belvoir Show and Shine Auto Show</b> – here's a great opportunity to support our troops – mark the date – contact Clem Clement ( <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> ) or Ken Burns ( <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> ) for complete details.
31	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ County Club of Fairfax.
31	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>August</u>	
TBD	<b>NVRG Annual Night at the Movies</b> – Stevens City Drive-In – step back in time and enjoy a great evening of family fun and entertainment – stay tuned for more info
14	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Eastern National Meet Review – <b>Refreshments:</b> Ray Lambert.
20-23	<b>Central National Meet</b> – “Show Your V-8 in the Show Me State” – Branson, MO – see <i>V-8 Times</i> for more info or <a href="#">click here</a> .
28	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ County Club of Fairfax.
28	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



September – TBD  
 October – Fall Hershey  
 October – NVRG Fall Memorial Tour



**Board of Directors**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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

Vice President	<b>Jim McDaniel</b>	703- 569-6699	FFX Show	<b>Dave Westrate</b>	703-620-9597
Secretary	<b>Cliff Green</b>	703-426-2662	Property/Refreshments	<b>Mark Luposello</b>	703-356-3764
Treasury	<b>John Ryan</b>	703-281-9686	Tours	<b>Art Zimmerli</b>	703-323-1774
Membership	<b>Dave Gunnarson</b>	703-425-7708	Historian	<b>Don Lombard</b>	703-690-7971
At-Large	<b>Hank Dubois</b>	703-476-6919	Web Site	<b>Rick Parker</b>	301-279-7145
Programs	<b>Eric Sumner</b>	703-860-1916	Newsletter	<b>Ken Burns</b>	703-978-5939

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

**June Program: Ice Cream Social & Art Show**

Mark your calendar! The June Meeting is on Tuesday, June 12<sup>th</sup> at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



**FIRST CLASS MAIL**

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