

Northern
Virginia
Regional
Group



Value Clatter



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

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Ken Burns - Editor

SUNDAES AND SULLY

NVRG Ice Cream Social

By Jim LaBaugh



If you were unable to attend this is what you missed!

One sign of late spring here in Northern Virginia is the onset of the ice-cream social season. At our June meeting in the historic Clark House, Dave and Sarah Gunnarson transformed the foyer into the equivalent of the old-time drug store soda fountain. Arrivals were greeted with the sight of bananas, strawberries, blueberries, vanilla, chocolate, and strawberry ice cream, sugar cones, dishes, chocolate and other syrups, assorted toppings, whipped cream, and all the soda needed to make ice-cream floats, not to mention the cookies. The adjoining rooms were transformed into an art gallery featuring Ford and auto-related art for the attendees to admire, as well as one room set up to allow everyone to sit and talk about the art, Fords, and adventures of the past.

President John Sweet started the festivities, including the introduction of a special guest, his father-in-law, Art Johnson. Then he encouraged one and all to enjoy the ice cream, the art, and conversa-

Ice Cream continued on page 7

Father's Day 2012 at Sully

By Hank Amster



Hank Amster and grandson Otto celebrate Father's Day together

It may be the day for the big car show at Sully Plantation, with all the group picnicking around the old oak tree amidst the beautiful cars displayed nearby. However, it's also a particularly important day to us old-timers in the club. It's Father's Day, now not only celebrated by we seniors with our kids, but with our grandkids as well. The club turnout was great again this year, but not as many grandkids running around as usually seen. However those who were there certainly were not disappointed.

Speaking for Bea and myself as two of those lucky enough to have both our daughter Jennifer with her husband Kevin and a grandkid there, the enjoyment of the occasion was most fulfilling. Our grandson, Otto, was completely enthralled by the wonderful automobiles on display. He confided to me that his favorite vehicle was not one of the big trucks, something he constantly talks about, but the Stanley Steamer automobile! He especially was excited about the steam whistle, which reminded

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Up Front with the President



July 2012

Well, this will be a short message this month since the power is still out and I'm typing this on my phone.

Safety!

It's always a concern, and while it may not be at the forefront of our minds all the time, it's definitely something you should think about and never take it for granted. Our cherished V-8s and V-12s are in some cases, now 80 years old. While we clearly understand the deficiencies in lighting, braking, steering, power, maneuverability, etc., the modern driver we share the road with, in many cases does not. This means, like the Boy Scouts, we need to be prepared. Take every trip with a weather eye to your fellow driver. Caravan if at all possible because I believe that there's safety of numbers. Be sure that your car is in the best mechanical shape possible. If you have a doubt about some component, fix it or replace it. Anything that is left to chance, means more of a chance that you or someone else's safety can be compromised or placed in jeopardy.

Our V-8s still belong out on the open road. That's where you can have the most fun with your car, but always remember the old adage about safety first. Enjoy and see you on the road.

John



The Ford Good Drivers League was established in April of 1940 "for the purpose of promoting better driving habits among boys and girls of high school age." In 1940 there were over 60,000 boys who joined the league. The program was expanded for girls in 1941. The winners were awarded 48 university scholarships ranging from \$100 to \$5,000. The president of the league was Edsel Ford.

The booklet contains the actual Tests outlines and forms that were given to the 48 state champions during the Ford Good Drivers League national contest at the New York World's Fair the week of August 26, 1940. A 1941(circa) silent video of the presentation of Good Driver League certificates can be seen at the [Internet Archives](#).

2012 EASTERN NATIONAL MEET

Down and Back in the '49 Woodie

By Mr. Torque aka Bill Simons

The trip got off to an inauspicious beginning when Steve Groves called me at 10:00 pm the night before we were to leave to say that he had just left the Emergency Room with a broken toe. The doctor told him to stay off of it for the next several days, so the trip to Hiawassee was out.

Consequently, John Ryan and I left from my house, sadly without Steve, at 7:00 am Monday morning headed for Fair Oaks to pick up Hank Dubois and to meet Dave Westrate, Eric Sumner and Jim Labaugh. The latter three were trailering Dave's '39 Standard Woodie to the meet. As we left the parking lot it started to drizzle and as we started down Route 29 towards Charlottesville it soon turned into a real frog strangler with water beginning to leak through the center windshield post. John was quick with a towel and "Operation Mop Up" began.



John Ryan wrings the towel – so essential if you drive a Woodie.

We picked up Maury Roesch just north of Charlottesville and continued south. I must have been paying more attention to the conversation than the highway signs as we found ourselves heading west on Route 60! We were about 15 miles out before we realized we were not on Route 29. Ouch!!! Meanwhile Maury was waiting patiently for us further down 29 while we backtracked. Dave needed gas so we stopped for a fill-up. The Woodie had 1/2 a tank so we would gas up later. About 90 minutes later we unceremoniously ran out of gas! I had not been watching the gas gauge. Fortunately we were only 4 miles from town, so another 45 minutes wasted. By now we were a bit behind schedule so we decided to call it a day in Hickory, NC, and pulled into a Quality Suites looking for rooms and a few cold beers.

We left the Quality Suites Motel about 8:00 am in bright sunshine headed for Hiawassee. After a

couple of hours on the road the walkie-talkie crackled with Dave saying he needed gas. Just then I spotted a huge highway sign for EXXON and pulled up to the pump. I removed the gas cap and carefully placed it top of the pump while John swiped his credit card [I am sure you know where this is going]. The pump rejected the credit card just as a man came out of the convenience store to tell us that the station was not open pointing out to us the rather large "Coming Soon" sign. The stop was not a total waste of time as the man allowed all of us to use the "happy room."

We were soon back on the road seeking another source of fuel and finding one, we pulled in. And yes, it was then that I realized my gas cap was back at the "Coming Soon" Exxon station. Fortunately it was a minor back-track to collect my cap and we were soon on our way with full gas tanks. We arrived at the host Ramada about 1:00 pm, hungry and ready for lunch!

Surprisingly, the return trip, unlike the trip down, went according to plan with no surprises. We made it in one 13 hour day, dodging a few thunderstorms at the very end. Down and back, the Woodie never missed a beat!

Hiawassee 2012

By Hank Dubois

After checking in at the primary Meet Hotel (Ramada Inn/Lake Chatuge Lodge) and then sampling some down-home southern country cooking for lunch at a local restaurant, we made our way to the Mountain Country Fairgrounds located adjacent to the Meet Hotel to check out the flea market and the V8's that had already arrived. The fairgrounds consist of eight levels sculpted into a large hillside and the Meet was set up with trailer parking on the lower levels and flea market, touring, concourse, rouge and display cars on the upper levels. The levels are connected by a roadway on one side and the upper levels had stairways between them. The top level also had a nice covered pavilion with picnic benches inside and rest rooms in the back. This was probably the most unusual Meet location that I've encountered so far but it seemed to work very well and provided us with some needed exercise in getting from one level to another.

Since it was the first day of the Meet, the flea market was pretty sparse so it didn't take long to check it out. I went with Maury Roesch to retrieve

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his '40 Convert's battery from an auto shop where Maury had left it for recharging before lunch. Maury had been having trouble with the battery discharging and had purchased a new battery on Monday morning just before leaving for the trip to Hiawassee. He reinstalled the freshly charged battery in the car and, after going through the mandatory Meet Operational Inspection, he parked the car in its designated Emeritus spot and detached a battery cable to prevent further discharge problems. Finding the source of the car's current drain would have to wait until after the Meet. I remembered seeing a single battery disconnect switch in the flea market and I was able to relocate and purchase it for Maury to make disconnecting the battery a little easier.

Then it was back to the hotel to check out the Chinese Auction Display and buy a few tickets. The display was superb with a number of \$50.00 and \$100.00 gift certificates, an Edelbrock Super Dual manifold, and many, many other neat items. The hosting RG's members were not allowed to participate in the Chinese Auction or the V-8 Engine Raffle so our hopes of scoring were high but, as far as I know, all NVRGers went home empty handed!

At 5:30 PM, we all gathered for the Welcome Party which was held in the Hospitality Tent, a large permanently erected tent just down the hill in front of the hotel. During the Social Hour, we had a chance to examine a period moonshine car and a display of a typical small-scale moonshine still which were set up next to the tent. The car was a '46/7/8 Ford 4-Dr. Sedan equipped with a Cadillac OHV engine, police radio, heavy duty suspension, oversize tires, and a tank in the trunk. It also had a sawed-off shotgun at the ready next to the driver's seat! After the Social Hour, we enjoyed an authentic Georgia style BBQ meal catered by the restaurant located next door to the hotel. Around 7:30 PM, it was announced that a "special" guest was about to arrive and, after much fanfare, a '34 Phaeton pulled up outside the tent and who but Elvis himself emerged from the back seat! He made his way to the stage and for the next hour and a half entertained us with songs ranging from his earliest hits of the '50's to numbers from his Vegas days of the late '60's and early '70's. During the course of his performance, he wandered through the audience serenading a good number of the ladies and placing scarves around their necks. Our own Susan Randall received the

Elvis "treatment" and Keith has pictures to prove it!! It was a lot of fun!



Susan Randall and a new admirer.

Next morning (Wednesday), seven of us piled into Bill Simons' Woodie for the scheduled tour to Georgia RG member Larry Bailey's place in Cleveland, GA, about 50 miles away. (We later realized that we were the only vehicle on the tour, old or new, with seven people aboard!) We were near the back of a 100 plus caravan of V-8's and modern vehicles with Keith and Susan Randall behind us in a rented Taurus. Everything was going "peachy" (*it was Georgia after all. Ed.*) until we started up a road called "The Richard Russell Scenic Highway" named for Georgia's famous Congressman/Senator. The further we went up this road, the steeper and windier it got with seemingly endless blind corners and switchbacks. It was supposed to be "scenic" and I'm sure it was if you dared to stop at the overlooks which we didn't for fear of losing our momentum. We mostly saw the trees, rocks and deep drop-offs that lined the road as well as the ever slowing cars ahead of us. As we neared what we hoped was the crest of the mountain, we could see a steady plume of engine blow-by mixed with steam coming out of the gap between the hood and fender on the driver's side. Bill did a masterful job of coaxing the Woodie up the mountain with a load which we estimated to be 50% heavier than a 100 gallon load of moonshine! Luckily, Bill had remembered to take the car out of overdrive before we left on the tour! Only one V-8 actually overheated on the trip up the mountain although two other V-8's that stopped to help also started to overheat as they idled by the side of the road.

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Our collective sighs of relief on reaching the top of the mountain were short lived as we immediately realized that we had to go DOWN that d--- mountain! Again, we were treated to steep (7-8%) grades, seemingly endless blind corners and switchbacks, and scenery consisting mainly of a narrow chute lined with trees, rocks and deep drop-offs. This time, Bill was using second gear along with the brakes - lots of brakes - to help slow our descent. As we got closer to the bottom of the mountain, we could smell hot brakes, not just ours but all those cars in front of us! We made it to the bottom without incident but Bill did start having some problems shifting into high gear after the descent and that continues to be somewhat of a mystery. We noticed that Bill's shoulders, which had crept up around his neck on the way up and down the mountain, started to drop down and relax as he drove away and, after a while, he was rolling his head from side to side to stretch out those tight muscles!

The visit to Larry Bailey's beautiful country property with a show garage containing his extensive collection of V-8's and memorabilia was a real treat. We saw about two dozen pretty V-8's mainly from the '30's with many of them being open cars.



A partial view of Larry Bailey's collection.

My favorite was a dark maroon '34 3-Window Coupe with rumble seat, General Jumbo wheels, a '36 LB engine outfitted with vintage Eddie Meyers speed equipment, and a Columbia rear end. It was a beautiful warm day and it was truly a memorable sight to see the 100 plus tour cars (mostly V-8's) lined up on the manicured lawn in front of Mr. Bailey's garage with his covered bridge over which we entered his property in the background! From Mr. Bailey's place, the tour proceeded to a nearby State Park where we enjoyed a nice box lunch and visited with fellow V-8ers.

For the trip back to Hiawasse, we took another route that was longer but much less strenuous plus we lightened the load in the Woodie to four instead of seven with Dave and Eric riding back with the Randalls and John riding back with a fellow V-8er in a '32 Sedan. On the way back, we passed through the delightful Bavarian style town of Helen which borders on the river featured in the movie "Deliverance" and took note of the many people who were tubing down the shallow river (pink tubes for girls and blue/green tubes for boys) – very colorful!

We got back to the hotel in plenty of time for the Judges & Owners Meeting at 4:00:00 PM and the President's Meeting with National President Ken Bounds at 5 PM. After these meetings, we had dinner at a restaurant about five miles north of town which John Ryan suggested based on his review of possible candidates that had advertising and menus at the hotel. It turned out to be a very good choice and we went there again the following night.

Next day (Thursday) was Concourse Day which started off with the Judges Breakfast at 7:00 AM followed by Concourse judging which started at 9:00. NVRG was well represented among the judging teams with Dave Westrate (Deputy) and Jim LaBaugh on the Woodie Team, Bill Simons on the '34 Open Team, John Ryan on the '32 Team, Wayne Handy (Deputy) on the '35/'36 Team, Keith Randall on the '38 Team, and Eric Sumner and on the '33 – '39 Rouge Team. Three NVRG cars were on the show field as well: Dave's '39 Standard Woodie, Bill's '49 Woodie and Maury's '40 Convert. In all, there were about 100 cars on the field with about a third of those being Concourse cars to be judged. A good number of '37 vehicles (17 or so) were on hand to celebrate the 75th Anniversary of the '37 Ford including a very nice "barn find" '37 Cabriolet discovered by Dennis Carpenter and cleaned up and made road worthy by his talented crew.



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Dennis Carpenter's "barn find" '37 Cabriolet

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There were also a number of interesting "Display" vehicles including a vintage flathead powered '39 Deluxe Coupe dirt track racer, a recently built classic post-war style flathead powered '32 Hot Rod Roadster with a Brookville body, and an original '39 Deluxe Coupe moonshine car built in 1957 with a '57 Cadillac engine w/two 4-barrel carbs, a Cad/LaSalle transmission and a Columbia rear. The show field was not released until 1:00 PM giving everyone, including the judges, an opportunity to look at all the cars especially those that were being stored in trailers.

The ladies of the hosting Georgia RG provided reasonably priced picnic lunches at the pavilion on the eighth level of the field and it felt good to sit down in the shade to eat and rest after a strenuous morning of judging and looking at cars under the hot Georgia sun. Luckily, there were some shade trees on the various levels of the field and the hosting RG made sure that everyone stayed hydrated by providing free cold bottled water to all attendees via golf carts operated by RG members. Free sun screen was also available to everyone and a free golf cart shuttle service between the hotel and the show field was in operation throughout the Meet.

Later that afternoon we all pitched in to load Dave's Woodie into his trailer and Maury's Convert onto his rented open trailer for the trip back to Northern Virginia. Then it was time to relax and get freshened up for dinner followed by the special Woodie Restoration Clinic presented by Dave Westrate at 8:00 PM. Dave's professional Power-Point presentation was essentially a polished version of the program he did at our May membership meeting and it was very well received by the 30 plus attendees with lots of interesting comments made and questions asked and answered. Dave had lots of display items ranging from custom made tools to samples of original weathered/rotted woodie wood to samples of new maple framing wood in the process of being machined and fitted. He also showed a video clip of a Bridgeport milling machine cutting woodie finger joints in hard maple. After the presentation, we pitched in to return all the display items to Dave's trailer and then went to bed in anticipation of an early morning start back home.

All in all, this was a very fine and fun Meet held at a beautiful mountain/lake location. Hosting RG members seemed to work very well together and everything seemed to be well organized with all events coming off as scheduled. I noticed that the

Meet Committee met every night at 10:00 PM presumably to go over the day's activities, address any issues that came up, and go over the next day's agenda. They done good!

NVRG members in attendance at Hiawassee were: Dave Westrate, Eric Sumner, Jim LaBaugh, Bill Simons, John Ryan, Hank Dubois, Maury Roesch, Keith and Susan Randall, Wayne and Joyce Handy, and Tommy and Barbara Harper and son.

Hiawassee Thoughts

By Dave Westrate

To me, the Hiawassee experience was about traditions, some repeated and some not. The biggest one not repeated was missing Cliff Green on the trip. He is always such an eager beaver encouraging people and especially helping new people in the hobby. I always enjoy watching him operate as the Deputy Chief Judge particularly when he is mediating disputes. People always walk away from what he works out feeling that they were treated fairly. We look forward to his being with the gang next year.

The tradition repeated was the comradeship in the group that made the trip. All the banter about V8 Fords, seeing new vehicles, judging day, meeting new friends and learning new things. Even hearing the same stories for the umpteenth time is somehow uplifting.

Traditionally, we have to get lost at least once and this trip did not disappoint. The picture shows Bill Simons asking directions from a local for an easier way over the mountain. This guy was sitting on the porch of a Christmas house painted red and green with the lights still up in full display and a parrot on his shoulder. Really, it actually happened!!



Ice Cream continued from front page
tion.



Art Johnson (C) and John Sweet share a table with Greg Mensinger and Bill Simons.

One table included wooden car pieces cut out by children who had been coached by Dave Westrate, our resident woodworking guru. A nearby easel held a large poster of Ford maintenance checks surrounding a diagram of a Ford chassis, numbered to match the appropriate maintenance guidelines, set up by Keith Randall. Another table display included a model of Don and Marge Pauley's 1941 Lincoln Continental Coupe, adjacent to a pen and ink drawing of their Lincoln.



Tom Lumpkin acquired this beautiful rendering of a 1941 Lincoln Continental in 1974 when he owned a similar 1940 model. He gave the art work to Don Pauly at Christmas 2009.

Nearby was a charcoal drawing by Steve Pieper's artist father, Wil. It was a sketch of Dave and Barbara Westrate's 1939 Standard Station Wagon. Hank and Cindy Dubois' lithograph of a Jefferson Blue 1939 Deluxe Station Wagon, done by a famous Ford Company artist, was on the same table. Keith Randall's Route 66 passport and photo of Keith with the passport artist added to the color. On a wall was a large photo of a 1941 Deluxe Sedan with two young women in summer outfits sitting on it, surrounded by walls of snow, and overhead was an

airborne skier making the jump across the gap in the snow made by the road. Many other items on display were a testimonial to the fact that our Fords and similar automotive items are definitely works of art.



Wil Pieper's wonderful charcoal depiction of Dave Westrate's 1939 Standard Woodie.

The sumptuous spread saw much activity as attendees circulated throughout the rooms of the Clark House to admire the art and converse. The setting of the Clark House also provided the opportunity to enjoy a fine spring evening on the porch, and wander around its garden. In addition to those mentioned above in relation to art on display, among those circulating were Eric Sumner and his sons, Mark Luposello and his son, Greg Mensinger, Bill Simons, Leo and Cathy Cummings, Ken and Helen Burns and Jay Melton. Lighting is a key element in the display of art and some members brought table lamps made of auto parts. In the sitting room, where many gathered to consume ice cream around the tables was a lamp created by Dave Gunnarson whose stem was a Ford transmission cluster gear and in the room with all the Ford art was a lamp featuring parts of a cam shaft that Hank Dubois had displayed.

With the daylight fading on this long June afternoon, attendees took part in folding up the chairs and tables and putting them away as last-minute forays were made to the ice cream table. Then it was time to thank everyone for bringing the wonderful art and camaraderie, with special thanks to Dave and Sarah Gunnarson for the trip down memory lane at the Clark House ice-cream social.



Before and After

Sully continued from front page

him of a train coming down the tracks. Not too bad for a 2 1/2 year old boy who just loves both trucks and trains. The nearby teeter-totter also held a good deal of his attention, as the photos show.



Otto, Jennifer and the Steamer. The steam whistle is the snake's head on the right front fender!



Janella Nice (2nd from left) and Otto enjoy the solid state teeter-totter.

The weather, one of the best in my memory for the Sully show, certainly added to the enjoyment of the occasion. There was only one thing missing that added to our many prior years of enjoyment, the old '41 convertible. But that's life! One has to recognize when it's time to move on and just enjoy the many other things available to us, and appreciate the many friendships our great hobby and our wonderful club has afforded us.

Sully Thoughts

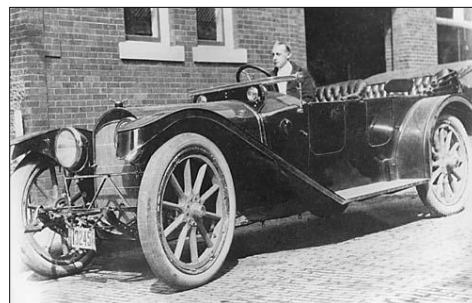
By Jim Nice

Sully is my favorite Father's Day gift. Each year, our family piles into the '51 Victoria to enjoy an absolutely great day of cars, flea market shopping,

food, and more cars. This year, my son Jason wanted to shop with me at the flea market. While there, he found a set of martial arts swords that the selling vendor would let us have for cheap. He also found some knives that he liked. He is 12 now, so I guess we've moved beyond the toy car stage! As I do each year, I searched for a '51 Victoria toy car. The closest I found was a '50 Convertible.

I did purchase some great '51 advertising literature. One is a color brochure describing the 43 "Look Ahead" features of the '51 Ford including Fordomatic drive. The other is a booklet of "Quick Facts" for the '51 Ford. The book contains descriptions of the different car styles plus technical details of the available engines (V-8 and 6), drive train, and transmission options. The booklet even has a table of contents organized as a tabular index on its front cover. Interestingly both brochures contained nothing on the Victoria and instead listed the Crestliner; both brochures were printed in 1950 prior to Ford discontinuing the Crestliner and introducing the Victoria. The vendor who sold me the brochures said there are later versions with the Victoria but supposedly they are quite rare.

We walked around checking out cars throughout the day. We saw a 1912(?) Stanley Steamer that was quite impressive. I saw it leave at the end of the show and was amazed at how high the car sat and how even higher the passengers sat. I guess similar to the Model T it must have been built for driving through dirt roads and fields. I also saw a car called a 'Norwalk' that was built in Martinsburg, West Virginia in 1914, and was the only surviving model from the Norwalk Motor Company. An interesting feature of the car is its electro-magnetic transmission. The driver first selects a gear using the large box attached to the steering wheel. The driver then presses and releases the clutch and a series of electric currents and magnets work together to move shift rods under the floor boards to select the gear in the transmission.



1914 Norfolk Underslung "back in the day."

Sully continued next page

One thing I noticed when looking at a '31 Ford Phaeton was the sound the car door made when the owner closed it; it sounded identical to my '51! I guess Ford must have reused many parts like door latches and hardware throughout the years.

As always, we enjoyed the great food and ice cream. I also had the honor of accepting an award for Jim McDaniel for his '51 Cruiser in Class 8 (46-53 Fords). Congratulations Jim!

Truly a Family Affair

By John Sweet



John and Shelly Sweet brought special guests this year, Shelly's parents Art and Veronica Johnson.

Sully is a never to be missed Father's Day experience and I thought that since my in-laws were visiting, I'd invite them along for all the fun. While father-in-law, Art Johnson was all for it, my mother-in-law Veronica and my wife were a bit skeptical. I assured them that it was fun, lots of cars, a flea market, and a historic house to saunter through. I neglected to say that while Sully is fun, the summer weather can be mean high temperatures and even higher humidity.

Well, I lucked out. Perfect weather and a perfect day. Art enjoyed the cars immensely and Veronica and Shelly had a ball as well. Both in-laws made mention that the NVRG made them feel right at home, and that for a Father's Day, it was a fantastic day. Both Art and Veronica hope to enjoy more outings with the NVRG as time and visits permit, but I think between the weather, the venue, and the great members of the NVRG, it'll be hard to beat Sully 2012!

Clem Sez

By Clem Clement

Were any lies told under the big tree? 4,250 pay-

ing souls entered the Sully grounds. Largest yet!!!

And the Winners were...

By Steve Zimmerli

CLASS 7 - FORDS 1932-1942

- 1st - Michael Kozak – 1939 Deluxe Coupe
- 2nd - Wayne Chadderton – 1934 Deluxe Fordor
- 3rd - Keith Randall – 1938 Deluxe Fordor

CLASS 8 - FORDS 1946-1953

- 1st - Joe Freund – 1948 Super Deluxe Tudor
- 2nd - Butch Sevilla
- 3rd - Jim McDaniel- 1951 Custom Cruiser

CLASS 12 - MUSTANGS 1967-1987

- 1st - Stephen Zimmerli

CLASS 22 - OTHER VEHICLES THRU 1931

- 1st - Jim Cross

CLASS 32 - LIGHT COMMERCIAL THRU 1987

- 2nd - Jason Javaras 1949 – F-1 Stakebed

TECH TALK

In converting my '49 F1 F1 from the original 4 speed transmission to a synchro 3 speed, I have discovered that I need a different rear shaft receiver for the front universal joint. This part goes by various names but officially was called part 21C 4841 – "Knuckle (universal joint)." The 3 speed transmission that I plan to use differs from the "heavy duty 3 speed" unit in that the rear or tail shaft has 16 teeth vs 6 teeth as with the heavier duty trans as strange as that sounds, and thus requires the above part to accept the 16 tooth shaft.. Does anyone out there have a truck 3 speed transmission from the 48-50 era collecting dust in their garage that may have this part attached to its tail shaft? As an alternative I would be interested in buying a heavy duty 3 speed transmission intact with 6 tooth tail shaft that would make all this frustration unnecessary. We really need to have a club parts swap sometime in the future. Thanks for your time. Jason Javaras – (540) 786-5819

WELCOME TO THE CLUB

Timothy & Amber Romans

13014 Maple View Lane

Fairfax, VA 22033

timothyromans@gmail.com

FATHER'S DAY – WEST COAST VERSION

The L.A. Roadster Show

By Bill Potter

Even before the war, Los Angeles was the epicenter of early hot rodding for a variety of reasons: warm climate; broad flat boulevards and a large pool of speed-crazy teenagers. Just northeast of the city are several dry lake beds which provided a perfect place for the hot rod pioneers to develop and test their products. Flat out at over 120 M.P.H. was the norm for a souped up flathead in a stripped down roadster.

Following WW II there was an explosion in hot rodding activity, as returning GI's armed with newly acquired mechanical skills were eager to improve Henry's venerable V-8. Names like Edelbrock, Schiefer, Iskenderian and Winfield are familiar to us all but there were hundreds of others that helped spawn an aftermarket industry that today grosses billions of dollars annually.

The L.A. Roadster Show started as a small gathering of hot rod buddies 48 years ago and over the years has grown into a two day extravaganza, complete with celebrities. Like Hershey, people come to the show from all over the world. My buddy Steve and I made fast friends with a couple of guys that came all the way from New Zealand.

The sprawling Los Angeles County Fairgrounds in Pomona, commonly known as the Fairplex, has been the site of the show since 1980. This vast expanse of real estate is home to the world class National Hot Rod Association Museum; a 5/8 mile horse track; a drag strip; cavernous exhibition halls and 200+ acres of paved parking! Those that choose to fly in can land their plane at a small airport alongside the fairgrounds.



NHRA Motorsports Museum in the LA Fairplex

Thursday and Friday prior to the show we visited the NHRA Museum and five shops in the local area. The most famous shop is the [So-Cal Speed Shop](#) founded in 1946 by [Alex Xydias](#), now ninety years young.



Bill and the legendary Alex Xydias



On the day of his discharge from the Army, on March 3, 1946, Alex scraped some money together and opened the So-Cal Speed Shop in Burbank, California. Two years later he had built this crazy contraption: the famous So-Cal Bellytanker. Built from a surplus fuel tank, taken from a P-38 fighter; it set several new class streamliner land speed records in 1948. Alex was 26 years old at the time.



In 1951 Alex bought this "moderately" chopped '34 3 Window from Jim Gray and Russell Lanthorne. Alex figured the car would make a great platform to market his So-Cal Speed Shop at both Bonneville and the drags. In 1953, the "So-Cal Coupe" demolished the class "C" Bonneville record with a 172.749 mph run running a 258-inch Merc flathead with a crank mounted 4-71 blower built by Tom Cobbs, a Roots-type blower innovator and specialist.

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Instead of trying to describe the show, I'll let the pictures tell the story. Suffice to say, we had an absolute blast and I look forward to going back for the 50th!



Ed Iskendarian's Roadster in the NHRA Museum.



Check out the heads and spark plug location on the engine!

PS: I saw a lot of cars for sale but the asking prices didn't seem to fit the present economic reality, especially in light of the fact that the recession is much worse in California than it is in our area. I think a lot of sellers must be in denial because I really didn't see anything selling....



This extremely nice Rouge condition '32 3 Window didn't sell at the LA Roadster Show and appeared a week later at the Eastern National Meet in Hiwassee. Maybe folks thought the \$120,000 asking price was too steep!



This '51 Merc has 59k on the odometer, original paint and interior and the owner wanted \$29,000 OBO.



This is why they call it the LA Roadster Show

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Roadster continued from previous page



The restored Art Chrisman dragster in the NHRA Museum started life in the mid-30s as a lakester powered by a Model T engine with a Rajo head. It passed through numerous owners and several engine combinations including a Model A/Riley head combo. In 1942 the car clocked 123.96 on the lakes with a Ford flathead. By 1946, using a stroked Merc flathead, the racer was turning 130.81 on the dry lakes. After acquiring the car, Art rebuilt it as a dragster significantly lengthening its original 89 inch wheelbase and adding a 304 inch flathead burning 100% nitro. In 1953 the car was the first ever to exceed 140 mph at the Santa Ana Drags.



Do you think this Model A Roadster and the Chrisman dragster were ever at the Santa Ana Drags at the same time? It's highly possible unless this is some sort of faux repro-racer.



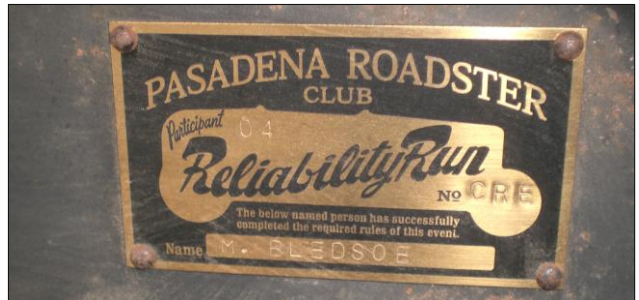
Flathead Bling – they're all set up and ready to run – the supercharged one in foreground is of the Shoobox variety and the one in the background is the 59/59A type.



And just to keep everyone happy here's some Lincoln bling for the Lincoln HV-12 crowd.



Here's a somewhat weathered '34 Roadster with a very interesting provenience. Check out the dash plaque below.



The Pasadena Roadster Club was founded in 1945 and held its first Reliability Run in 1947. The Run started at the Rose Bowl and ended there after a 100 mile trek through the mountains and desert. I wonder if M. Bledsoe is still alive.



You knew there had to be a Woodie lurking here somewhere. This unrestored '34 has been up for sale on Ebay numerous times.



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. 5/12



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



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

Automart continued next page

Automart continued from previous page

Column shift. **Walt Babic** – 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 12/11



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



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 email is best during June. 06/12

OUT & ABOUT

Free Ice Cream!!!

By Barry Frise

When I got Clem's City Clips email about activities in Old Town Fairfax I noticed a blurb about their Saturday Cruise-In. Lori and I decided to give it a try and drove over in my Camero (yeh, I know). We had a nice dinner out on the patio of the Green Turtle, and then enjoyed dessert at Woody's. I had a milk shake and the girls had some sort of ice cream/brownie creation, all for \$4 and two wooden nickels. Morgan is my step-daughter. She has an identical twin sister named Ashley, and they both just finished their second year of college at Baylor. Ashley is working in Houston for the summer. Lori's

friend Kathy Milne was also with us. I've owned my 1969 Camaro since 1983 - almost 30 years, yikes - and it's been on the road since its full restoration about 2 years. I was happy for the company to a cruise for once, and we all had a great time. I was crossing my fingers that the car wasn't going to be too loud, too smelly, too rough; you name it, and there were no complaints at all! The lady who hosts the Cruise-In is named Lynn and she owns Joy Unlimited on the corner of Main Street and University Drive – the Cruise-In is held in the shop's parking lot. She told us she's owned her 1965 Mustang for 47 years, it's her daily driver and she's put something like 450,000 miles on it! I really enjoyed Keith's Randall's Monte Carlo story too, although what's up with these EFV8 club members bringing Chevy's to a cruise? We need more flatheads to show up to give Ken Burns' Woodie some company!

That's Right – Free Ice Cream

By Editor

I read the same email as Barry, and Helen and I decided we'd give the Cruise-In a try. We'd already eaten dinner before heading out the door so all we were looking for was a little dessert. We figured we'd grab some ice cream over at Woody's (great name, huh?) once the Woodie was settled in. As we entered the lot we noticed Keith Randall but couldn't find his '38 anywhere. Turns out he drove his 1971 Brand X Monte Carlo. Keith told me that the Monte Carlo was the first new (as in showroom new) car that he ever bought. After chatting for awhile Keith said to be sure to find Lynn and ask for the two wooden nickels good for any two delicious ice cream concoctions.



Eleven year old granddaughter Emma was spending a week at Camp Grandma. She enjoyed the free ice from Woody's and sitting behind the wheel of the '41 Woodie



NVRG Calendar



| <u>July</u> | |
|------------------|--|
| 7 | NVRG Family Picnic - Art and Sarah Zimmedi's farm in Amisville, VA - contact John Sweet (703-430-5770 (h) or Speedblu201@gmail.com) for details. |
| 10 | Membership Meeting - 7:00 pm - Nottaway Park - Program: Eastern National Meet Review - Refreshments: Mark Luposello |
| 28 | Fort Belvoir Show and Shine Auto Show - cancelled due to budget reductions. |
| 31 | NVRG Board of Directors Meeting - 7:30 pm @ County Club of Fairfax. |
| 31 | Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns - helenandken@verizon.net |
| <u>August</u> | |
| 14 | Membership Meeting - 7:00 pm - Nottaway Park - Program: TBD - Refreshments: Ray Lambert. |
| 18 | NVRG Annual Night at the Movies - Stevens City Drive-In - step back in time and enjoy a great evening of family fun and entertainment - stay tuned for more info |
| 20-23 | Central National Meet - "Show Your V-8 in the Show Me State" - Branson, MO - see <i>V-8 Times</i> for more info or click here . |
| 28 | NVRG Board of Directors Meeting - 7:30 pm @ County Club of Fairfax. |
| <u>September</u> | |
| 11 | Membership Meeting - 7:00 pm - Nottaway Park - Program: TBD - Refreshments: Jay Melton. |
| 11-14 | Western National Meet - Redmond, OR - 279 reservations as of June 15 th - Click here for more info. |
| 25 | NVRG Board of Directors Meeting - 7:30 pm @ County Club of Fairfax. |
| 25 | Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns - helenandken@verizon.net |

Down the Road



October - Fall Hershey
 October - NVRG Fall Memorial Tour
 December - NVRG Holiday Gala

WHO REMEMBERS THESE ROAD SIGNS FROM WHEN OLD V-8S WERE YOUNG?

DON'T STICK YOUR ELBOW
 OUT SO FAR
 IT MAY GO HOME
 IN ANOTHER CAR
Burma Shave

TRAINS DON'T WANDER
 ALL OVER THE MAP
 'CAUSE NOBODY SITS
 IN THE ENGINEER'S LAP
Burma Shave

DON'T LOSE YOUR HEAD
 TO GAIN A MINUTE
 YOU NEED YOUR HEAD
 YOUR BRAINS ARE IN IT
Burma Shave



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

July Program: Eastern National Meet in Review

Mark your calendar! The July Meeting is on Tuesday, July 10th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



NVRG Road Warriors



FIRST CLASS MAIL

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