

Northern
Virginia
Regional
Group



Value Clatter



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

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August 2012

Ken Burns - Editor

MORE MEET NEWS

Five Days in the Georgia Mountains

By Keith Randall



🚦 **DAY ONE:** Drive to Hiawassee and check into the 2012 Early Ford V8 Eastern National Meet host hotel, the Ramada Lake Chatuge Lodge.

The lodge is in a great location and we had a room with a small balcony that overlooked the lake. The daily sunrise breaking through the morning mist over the lake provided a most tranquil start to the day's events. It was great to stay at the host hotel as all the activities were centered around it.

The Georgia Mountain Fairgrounds adjoined the lodge property. The fairgrounds provided ample overflow parking for the lodge as well as parking for trailers and of course, lots of early V8 Fords. Golf cart transportation from the lodge to the fairgrounds was readily available for those who might need it. The fairgrounds also proved to be most adequate for the flea market, the vehicle operational check station and the organized judging event. Additionally, the grounds were used as the staging area for the guided driving tour and Blue Ridge train tour later in the week.

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13th Australian Early Ford V-8 Nationals

By Trevor Poulsen



Hi friends; have just returned from the 13th Australian Early Ford V8 Nationals. It was organised by the Queensland Chapter of the Early Ford V8 Club of America. Had a great time, but the weather was not on our side, as it rained off and on during the June long weekend, (public holiday on Monday for the Queen's Birthday).

The Concourse was on Saturday and was held under cover at a shopping mall at Morayfield, so that was OK, but it was wet for the run up the mountains of Maleny on Sunday. I drove my green '34 up to Morayfield the Sunday before and left it at a friend's place. The reason for this was that I didn't want to battle the peak hour traffic on Friday afternoon. As it was, we got held up in stop and go traffic on Friday in the Fairlane, so was glad that we took the '34 up earlier, as it would have overheated badly in these conditions. It is still not performing as I would like, as it goes through a lot of water, and when we got to the destination, it was blowing a lot of steam. When I picked it up on Friday afternoon from my friend's

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Up Front with the President



August 2012

Dear V-8ers,

Although we've been suffering with a bout of horrendously hot and miserable drought-like weather, summer, so far, has been filled with some great V-8 events. Our Ice Cream Social and Art show as well as the local meet at Sully Plantation and the 2012 Eastern national meet in Hiawassee, Georgia. Despite the fact that we're now firmly in the dog days of summer, August promises some great upcoming events.

First, please join us on the second Tuesday, August 14, for our regular membership meeting. Program chair Eric Sumner has a great program scheduled and everyone should enjoy an A&E Biography of Henry Ford, with the added attraction of Don Pauly speaking about his time as an Industrial Engineer at Ford's Assembly Plant in Buffalo, New York. Both subjects are fascinating and worth seeing.

As for our other August events, your Board of Directors voted to move our annual Drive-In movie night in Stephens City from August 18th to September 22nd. This will allow us to reschedule our weather postponed Bar-B-Que to Saturday, August 25th at Art Zimmerli's farm in Amisville, Virginia. To RSVP, please send an email to me at speedbird201@gmail.com. Art's looking forward to hosting us again and we have high hopes that the weather will cooperate. Our caravan will leave from our usual spot at Fair Oaks Mall and Ken Burns has graciously agreed to be the caravan leader out to Art's farm. I do hope you'll be able to join us for this always great event. For more information on these events, please see pages 12 (Drive-In) and 14 (Picnic).

Lastly, the neighboring regional group across the river, the National Capitol Regional Group has selected Gettysburg, Pennsylvania as the host location for the 2014 Eastern National Meet. The Northern Virginia Regional Group has agreed to set up and run the operational check station, returning the favor the National Capitol Region did for us at our Eastern National in 2007. If you would like to provide additional assistance to the National Capitol Region, please send a send an email to meet chair Willis Terrett at v8ford51@gmail.com or to meet co-chair Norman Heathcote at yvomllc@hotmail.com.

On a more personal note, I've chatted with Cliff Green and he said to tell everyone thanks for all the emails, and cards sent to him. He's getting better and hopes to join us at a meeting very, very soon. That's wonderful news and I'm sure I speak for all when I say "Cliff, it'll be great to have you back!"

Until next time,

Happy V-8ing and see you on the road

John

My Love Affair with '40 Fords Started Early

By Tim Romans

(New NVRG member Tim Romans attended our July meeting and told us he learned to love '40 Fords as a kid. It's easy to see why. Ed.)

I grew up in Southern Ohio in the early 1980s and from the time I could walk I spent much of my childhood tagging along with my dad in the garage or to car shows on weekends. My first ride in an Early Ford was in his 1949 Ford Convertible at the age of 3.

These are some photos of me and some Early Fords my dad owned throughout my childhood. The photo below of the 1940 Ford pickup truck was taken with my mother and uncle in 1981 when I was 3 and in my best toddler language I dubbed it the "pretty car truck."



The photo of the red '40 Deluxe Coupe was taken in 1983 when I was 5 years old (my dad sold the car later that year to a guy in California and I bawled my eyes out and refused to speak to him for an entire week!).



The photo of the black '40 Deluxe Coupe has the

most meaning for me and was taken in 1989 when I was ten years old. We had just returned from vacation at the beach and my dad needed to burn the rest of the way through a roll of film. My dad bought the '40 in 1985 after a very brief dalliance with a 1954 Mercury Monterey. This was the first restoration/street rod project I witnessed and got to play a small role in by holding flashlights, handing my dad tools, and sanding small pieces of sheet metal. It took him two years and by the summer of '87, the '40 sported a .030 over 8BA Flathead block, Merc crank, all the performance goodies, and even pennies in the heat risers which really gave the Flathead that characteristically wicked sound when coupled with a pair of Smitty Glasspack Mufflers.



The entire time we had the '40 until 1994, it never left the driveway without me in the passenger seat. Along the way, we went all over the place, sometimes hundreds of miles away to the Street Rod Nationals in Louisville and Columbus. Along the way, we made many dear friends, some who are no longer with us and some I still keep in contact with to this day.

Keep your kids and grandkids engaged in the hobby as much as you can, take them for a ride and even let them "help" in the garage. One day when they become adults, they'll look back with fondness and love for the hobby that you introduced them to. I'm hoping to run across a '40 Ford Deluxe Coupe of my own so I can share those memories and experiences with my kids.

Another Woodie in the NVRG

By Colin Spong

(I received the following from Colin regarding my comments in the E01A-73A article he wrote for the June Valve Clatter. I remarked that the Canadian-produced C11ADF Woodie was my favorite WWII vehicle. I've combined and edited several of Colin's emails for brevity and clarity. Ed.)

June 6, 2012 – You remarked in VC that your fa-

E-mail Bag continued net page

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yourite WWII military vehicle is the C11ADF. Please see the attached which shows our latest acquisition.



It's rough, has wood rot, rust and dented fenders but it is 100% genuine.

June 7, 2012 – I have attached some more photographs of the wagon now in our garage. Also attached is a photograph taken in the late 1950s ? of a C11ADF in North London. As our one came from the same area I wonder if it is the same wagon?



I had known of this wagon for a couple of years as the elderly owner had spoken to me at a show when I had one the LZ's on display. He said that he bought it in the 1950's from the government auctions but it was now stored and needed restoration. It seems that he recently passed away and as he had no known family the house was cleared and the wagon came to light. I was told about it and was able to buy it but all the documentation, if there

was any, is lost. The engine and transmission are out but came with it. I don't know if the engine is Ford or Mercury, in any case it won't be the original. I suspect that it was converted to a diesel engine at sometime years ago as the engine bay is nicely soaked with thick black oil and grease. The chassis frame appears intact but some of the wood in the body is very poor in particular the front and sides of the roof. My late father was a carpenter by trade and he would have loved to get to grips with this. The lower section of both "A" pillars has rusted out leaving the lower front door hinges floating loose while I am not sure what the rocker panels should look like and the running boards (if it had any) are long gone. The fenders are badly dented and have some rust but will repair OK. I found the body number stamped into the firewall and that is **2131** which Loren Sorensen's book, "Famous Ford Woodies," shows as late January 1941 production. (Body numbers **1-260** were produced in October, 1940. Mine were built in February 1941: **3723**, the green Woodie; and in August 1941: **18633** – the one I'm currently restoring. The last 1941 Woodie body was numbered **19756** and was also assembled in August 1941. Ed.)

What I can't find is the frame number having looked in the usual places on the left side frame rail from forward of the X member to the front cross member. (I sent Colin pictures of the VINs on my Woodies – one located on the front crossmember and the other on the top of the frame adjacent to the crossmember. See Colin's June 11th reply). The frame, lower firewall, inner fenders and inside of the hood are a light sand colour but under that colour is olive drab. The map table is still fixed to the rear of the front seat and that too is painted light sand.



No, the photo isn't reversed, the C11ADF's were right hand drive.

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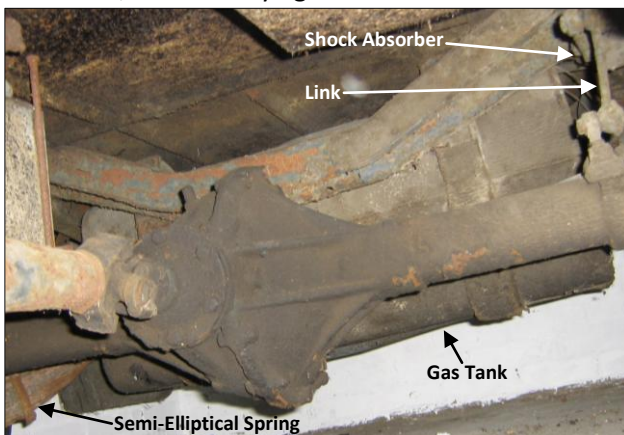
One tyre has the remains of a stencil on the sidewall most of which can't be read but one word can and that is "Rangoon." Was the wagon in Burma or is this a red herring? There is a recess under the rear seat area that still contains a few tools that look original.

We have restored much worse cars than this so that does not worry us too much. I really need to find another to ascertain what is correct and what is not, perhaps when we come to Virginia in October we could see your 1941 wagon as that would be a good guide. (*Is there any doubt in your mind that I said "yes"?* Ed.) I think that we will be looking for 1941 parts when we come to Hershey, although I do have Bob Drake and Macs catalogs.

What I would like to find in a Parts Manual (Ref SE-117) or a copy as I am sure that it is a mixture of various Ford parts and if they can be identified it would help in restoration. I wonder if Ford used LZ parts as they would have been heavier duty than Ford but not as heavy as a full truck.

June 11, 2012 – Thanks to your information I found the frame number on the frame at the cross member under all the coats of paint. I expected to see a number such as "C11AxxxxF" but the number is "2D7506F" the only part of that making any sense is "F" for Foreign (RHD). Crawling underneath I was surprised to see that the floors appear intact being covered with heavy tar-like undercoating. I have found this to a lesser extent on LZ's.

What is odd is that the chassis, rear axle and brake backing plates have what I can only assume is original paint and that is the colour blue. So I went back to the frame in the hood area and found that here also the first coat of paint was blue, followed by olive drab, followed by light sand.



This view shows the fully floating ¾ ton truck axle and the large gas tank installed behind the rear crossmember. The axle is mounted via longitudinal semi-elliptic springs and appears to be dampened by Houdaille shock absorbers.

At the back is a huge gas tank that hangs as low as the axle (perhaps lower) that I don't think is correct but the wagon came with another smaller tank loose inside that may be correct. Looking at the hood there is a hole a few inches back from the nose and the mouldings don't appear to be the same as Nick Alexander's. The hole is properly formed and the mouldings accommodate this.



Looking at the photographs of Auchinleck's wagon it has a flagstaff in this location so I assume that this wagon was also fitted with one. (*Field Marshal Sir Claude John Eyre Auchinleck was appointed Commander in Chief of the Middle East theater in July 1941; after initial successes the war in North Africa turned against the British, he was relieved of the post in 1942 during the crucial Alamein campaign*). Perhaps it was used by some top brass during its Army career.



The Auchinleck Woodie and the referenced flagstaff (circled).

The person I bought the wagon from called last week as he had found a spare wheel he thought belonged to it. Sure enough, it was the 900 x 13 wheel with the remains of a shredded sand tyre. We managed to undo the nuts with a heavy duty air wrench and get the tyre off. You can't believe how heavy that wheel is!!!

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There were 147 vehicles registered for the meet. Vehicles included coupes, convertibles, cabriolets, sedans, station wagons, pickups and even a stake truck and tractor. In addition to the Fords, there were a handful of Mercurys and a couple of Lincolns. Judging divisions included Concourse, Dearborn, Dearborn Emeritus, Rouge Preservation, Touring and display. A really great assembly of '32 thru '53 Henry Ford vehicles.

🌈 **DAY TWO:** *Registration, Chinese auction, Flea Market, self-guided touring and the welcome dinner.*

Our day began with registration and signing up for chances on the Chinese auction. After that I checked out the flea market. There were maybe 8 or 10 vendors offering used sheet metal to rebuilt carburetors. Something that caught my attention was two Sunday Products Hot Air Heaters. I immediately recalled Rob Doudrick's tech talk a year ago about these heaters and wondered what he might have thought about their being available in the market.

After poking around the Flea Market, I gathered up Susan and we headed out for some self-guided touring. With the help of a GPS we were able to combine three of the suggested tours into one. Driving around the Hiawassee area we found some scenic mountain views and traveled many miles of deeply forested roadways.

Our made-up tour included a trip up to Brasstown Bald, the highest point in Georgia at 4,784 feet. The road to the top is steep, narrow, curvy and about three miles long. However, the view from the visitor center tower at the top is beautiful and worth the drive. There is a panoramic view of four states.



Four state view from atop Brasstown Knob.

Next, we wound our way through the city of

Helen and continued on to the Old Sautee Store. Along the way, we saw an old Georgia Northwestern Railroad Depot, an Indian Mound and the Hardeman House. The city of Helen has a carnival type atmosphere and all the buildings are constructed in an attempt to create an Alpine Village. The Indian Mound was constructed by prehistoric inhabitants prior to 1150 A.D. and Hardeman House is a former Georgia governor's mansion. The Old Sautee Store was originally a general store that was opened in 1872 and there is a really dusty section of the store that has been preserved as it appeared in earlier times.



Keith and friend in the Old Sautee Store.

By the time we returned to the lodge, we were ready for the welcome dinner. At the dinner we met up with the rest of the NVRG 96 contingent that included Hank Dubois, Jim LaBaugh, Maury Roesch, John Ryan, Bill Simons, Eric Sumner, and Dave Westrate. The catered dinner was good and there was plenty of it. There was entertainment that featured a tribute to Elvis. Mark Pitt (*NO* relation to Brad) "performed a first class Vegas style concert singing your favorite Elvis hits from the '50s to the '70s along with your favorite gospel songs." Mark is nationally recognized for his Elvis tribute show. He is an exciting and excellent entertainer and captivates the heart and soul of Elvis Presley on stage.



Susan Randall receiving an Elvis red sash.

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DAY THREE: Guided driving tour to Larry Bailey's car collection, judge's and owner's meeting, the president's meeting and dinner with the NVRG 96 gang.

Larry Bailey is a long-time member of the Early Ford V8 Club and many members know him and have heard of his collection. We joined up with several dozen vehicles and traveled a scenic route to Larry's home outside Cleveland, Georgia. His home and collection are located in a beautiful mountain setting that has plenty of parking. Following the visit to the Bailey collection, the tour group stopped at a state park for a box lunch.



Cars on the tour to Larry Bailey's farm.



"The Boys" enjoy a picnic lunch after leaving Larry's farm.

After lunch, Bill Simons decided to 'reduce the load' in his '49 Ford Woodie. Until that time, Bill had Hank, Jim, Maury, John, Eric and Dave (for a total of 7) all in his Woodie! The '49 was starting to complain about carrying almost everyone from NVRG 96 up and down all the mountain roads. So, John bummed a ride in another vintage Ford and I provided some air conditioned modern car relief to two others. Sure enough, Bill's Woodie was much happier not hauling around the additional 500 to 600 pounds.

Later, after returning to the lodge, the day's planned events concluded with the judge's and owner's meeting followed by the president's meeting. At the judge's and owner's meeting the judges received guidance on what was expected: "Don't Kill the Car!" At the president's meeting Ken Bounds, National President, introduced Ray Beebe, a board of trustees member of the [Early Ford V8 Foundation](#). Ray outlined the mission of the foundation and gave an update on its activities. Ray also reminded everyone that the foundation is a 'stand alone' organization that welcomes and encourages all Early Ford V8 Club members to join in the support this most worthy project. To help jump start sfoundation membership, Ray passed out 10 free one year memberships. The president concluded the meeting by reminding everyone to have fun and enjoy the opportunity to see so many excellent V8 Fords.

After the meetings, the Northern Virginia Regional Group all mustered at the 'Brothers at Willow Tree Restaurant' for chow and camaraderie.



More food!

DAY FOUR: Judge's breakfast, concourse day, vehicle judging, clinics and results of the Chinese auction.

A hearty breakfast was catered and all the judges gathered with their team leader (deputy judge) and discussed protocols and made plans for the judging of the assigned vehicles. Because I own a 1938 Ford and am most familiar with this year car, I signed up for judging of this year group. My team's deputy judge, Paul Bradley, was very familiar with the judging process and role of judges and the deputy; he willingly shared his insight and experiences. Our team judged two 1938 Deluxe Convertible Coupes. Both vehicles were amazing automo-

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biles. One was an easy Dearborn with only 4 points deducted while the second missed out on a Dearborn due to a later model engine having been installed and dual exhaust.

There were a total of eight different clinics scheduled on days two, three and four. The topics included: Mountain Cooking & Life, Steering Wheel Restoration, Preparing Club Tours, Restoration of a Pebble Beach Winner, Uniqueness of the 1933 Ford, Raptor (bird) Presentation, Differences between '41 and '42 Fords and Restoring a Woodie (given by our very own Dave Westrate).



Keith and his new raptor friend, a Great Horned Owl.

As for the Chinese auction, I continued my lucky streak by not winning a thing!

DAY FIVE: Blue Ridge scenic railway tour, awards banquet and drawing for the V8 engine raffle.

The Blue Ridge railway tour began at the fair grounds where three greyhound type buses were loaded up with folks from the meet. At 9 am sharp, we all departed for the mountain drive to the city of Blue Ridge where we boarded the train.



Clem would have loved this trip.

The train traveled through the North Georgia Mountains and along the scenic Toccoa River. Most of the passenger cars were open with bench seating facing to the side of each car that provided excellent

visibility and exposure to the breezes as we rattled along the tracks. The destination was McCaysville, GA and its twin city of Copperhill, TN. This railway tour is greatly anticipated by the two small towns and they roll out just about everything they have to offer. It reminded me of a cruise ship pulling into port and all the ship's passengers scurrying off in different directions to explore and grab some lunch. A unique feature of the towns is their separation by a state line. After a one and one half hour stopover we all boarded the train for the return trip along the river and through the woods to Blue Ridge and the buses that returned us in plenty of time to prepare for the banquet that evening.

The awards banquet kicked off at 6:30 pm and awards presentations followed beginning at 7:30 pm. The NVRG 96 club was well represented at the podium: members Tommy Harper, Maury Roesch, Bill Simons, and Dave Westrate all earned awards. Tommy's 1935 Tudor, Dearborn Medallion; Maury's 1940 Convertible, Dearborn Emeritus; Bill's 1949 Woodie, its first Dearborn; and Dave's 1939 Woodie, Dearborn Emeritus. Congratulations to you all!



Tommy Harper receives his Dearborn Medallion award from National President Ken Bounds.



Maury Roesch receives his Dearborn Emeritus award from National President Ken Bounds.

The drawing for the V8 engine raffle was won by a fellow from Florida who was not at the meet. I'm

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sure that he will be surprised and pleased with his 'new' V8 engine.

🚩 DAY SIX: *Pack it up and head back to Northern Virginia. 566 miles and 9 hours and 5 minutes later arrive home. All in all, we had a great time, saw the sights and met some great V8ers and their cars.*

Nationals continued from front page



place, it took 8 litres of water. The trip from home to my friend's place is 30 miles, so that is a lot of water to use for that distance. We used the '34 sparingly there, and didn't attempt to take it on the run up the Maleny Range, so left it at a club member's home a few miles from where we were staying at Caboolture. To be eligible for a Medallion, we had to at least attempt to go on the Sunday Run, which is what we did. The Presentation Dinner was on Sunday night, and we won a Rouge Medallion for Interior & Driveline.

We headed home after the Farewell Breakfast on Monday, sitting on 40 mph on the highway. When we reached the Brisbane River, it started to rain as we went through the valley and across the Story Bridge, the rain kept up until we got home. Everytime we had to stop for a traffic light, the steam was pouring out under the car, so something is not right. It was not a pleasant experience, and was happy when I parked it in my garage. Even though I didn't exceed 40 mph, I did enjoy driving the car, even in the rain, but was nervous because I knew it was running hot.

All told, it was a great weekend, but I would like to solve the problem of overheating and using lots of water. I was able to get lots of photos of the various cars during the Concourse, however, as they were all undercover, the lighting was not the best. I was hoping to get better shots of the cars out in the open, but because of the weather, some owners didn't drive them to the different locations, so I

missed out on some, which is a pity. Also, some owners didn't register for the whole weekend, just for the display, so I was not able to get good shots of these cars either. It was a shame that we didn't have good clear weather for this special weekend, but that is life. We had a good roll-up of cars from the other Chapters, New South Wales (Sydney), Victoria (Melbourne) & South Australia (Adelaide).

While Pam and I came home on Monday morning, Runs were planned for each day for the benefit of our Interstate Visitors, visiting places of interest on the Sunshine Coast. Even though the weekend was affected by rain, I think that everyone enjoyed themselves. It was a good opportunity to catch up with friends with the same interest.

The 14th Nationals will be organised by the Sydney Regional Group in 2014. It will be Queensland's turn again in 2020, so we have 8 years to organise it.

THE PREZ & HIS RIDE

In the June *Valve Clatter*, this column featured President Truman and the first post WWII production vehicle, a 1946 Ford Super Deluxe Tudor. Truman was actually a MOPAR guy. When he was re-elected to the Senate in 1940 he traded in a couple of MOPARS for a pair of new 1941 Chryslers. However, out of all the presidents, I've found more pictures of President Truman with Ford Motor Company vehicles than any other president. Pictures of him in the Sunshine Special; the first 1946 Ford; the "Bubble Top Lincoln;" Ford and Lincoln convertibles dominated his Inaugural Parade; he rode in various Lincolns in parades; while campaigning; at the Little White House in Key West; and with the 35th Infantry Division, the WWI unit in which he was an Artillery Officer. He also had use of a Henney-bodied presidential Lincoln limo when in the NYC area.



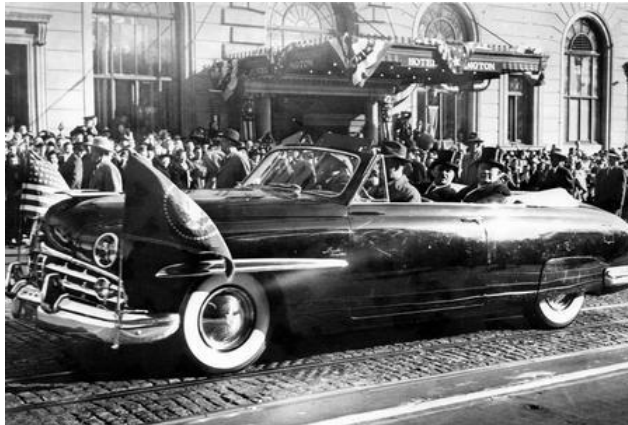
President Truman rides in a 1946 or 47 Lincoln Continental Cabriolet during the June 7, 1947 35th Infantry Division parade in Kansas City, MO. Rides continued on next page

Rides continued from previous page



President Truman campaigning in Grand Coulee, WA, June 1948. This is probably a different Lincoln Continental Cabriolet than shown in the previous picture since this car has black wall tires and the flag holders are also in a different location.

President Truman's 1949 Inauguration was the first one to feature post-war designed vehicles. In addition to the many Ford products there were also numerous Packards but few, if any, GM or Chryslers.



President Truman and Vice President Alben Barkley in a new 1949 Lincoln Cosmopolitan Convertible during Truman's January inaugural parade on January 20, 1949. For inquiring minds, the hotel in the background is the Hotel Washington (now the W Washington) at 515 15th Street NW.



By now the Sunshine Special was relegated to a tertiary position behind President Truman's lead car and the second Cosmopolitan convertible. I think the second Cosmo carried Bess Truman and Dorothy Barkley judging by the US and Presidential flags. Check out the high tech, Army surplus, press corps truck and the ragtop Jeepster.



General Eisenhower and Secretary of War Kenneth C. Royall render a salute as they pass the presidential reviewing stand in a Cosmopolitan.



California Governor (later Chief Justice of the Supreme Court) Earl Warren rides in a spiffy 1949 Ford Convertible somewhere along Pennsylvania Avenue parade route.

President Roosevelt retreated to Warm Springs, GA, upon occasion to rejuvenate. Nineteen months after assuming office upon the death of Roosevelt, and with WWII brought to a successful end, President Truman was physically exhausted. His physician ordered a vacation in a warm locale. Truman arrived at the "[Little White House](#)" in Key West, FL, in November 1946, the first of 11 visits to the US Naval facility while he was president.



President Truman in Key West in March 1951 in another Cosmopolitan. Maybe it's the same one as he rode in during his inauguration two years prior? Rides continued next page

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As we've seen, by the 1949 inauguration the Sunshine Special had been relegated to second (or third) line status. Lincoln was once again called upon to build the official limousine and came up with a stunningly beautiful 1950 four door Cosmopolitan Convertible. Just like the Sunshine Special, this vehicle would also undergo significant modifications during its presidential service. These modifications during the Eisenhower Administration in 1954 would lead to the nickname "Bubble Top," but more on that later. Bubble Top would remain in presidential service until 1965 and was used by presidents Truman, Eisenhower, Kennedy and Johnson.



The Sunshine Special and Bubble Top on the South Lawn of the White House sometime during its reconstruction between 1950 and '52.



Another view of Bubble Top and the White House South Lawn on the now-closed portion of G Street NW. Date of the picture is sometime prior to its 1954 modification.



President Truman and then-Princess Elizabeth zip along in Bubble Top during her October 1951 visit to the United States.

Imagine a time when the president and his family actually owned and drove their own personal vehicles. Imagine that you got one of the first Shoebox Fords off the assembly line. Wouldn't you be all smiles?



Margaret Truman is all smiles at the wheel of her new 1949 Ford Custom Tudor in November 1949. The sleek, smooth-sided '49 Ford had been introduced to the public with much fanfare at the New York Waldorf Astoria on June 8, 1948. Margaret's car came equipped with white walls and trim rings. She came equipped with hat and gloves, as any proper young woman would do in 1949.

A 1950 custom Lincoln Cosmopolitan 7-passenger limousine was one of nineteen vehicles made for White House use. It was garaged at Metuchen, NJ, and was reserved for President Truman whenever he was in the New York City area. It has a custom-built body by the Henney Motor Company of Freeport, Illinois, under the direction of Lincoln-Mercury engineers and with the aid of Lincoln technicians.



A custom-built Cosmopolitan limo leaves the White House via the South Gate. Nineteen were built and one is on permanent display in the Truman Presidential Library in Independence, MO.

Rides to be continued...

ARMED FORCES RETIREMENT HOME

By Editor



Eagle Gate at the Armed Forces Retirement Home. The AFRH was called the U.S. Soldier's Home when this picture was taken.

The Armed Forces Retirement Home in Washington is hosting its 55th Annual Antique Auto Muster on Sunday, October 7th. Each year during our annual car show in Fairfax we hold a 50-50 fund raising raffle to support this very worthy event which residents look forward to with great anticipation. We traditionally round-up the 50-50 proceeds to \$400. Recently we received this "thank you" note from David Watkins, the Administrator of the AFRH.

"On behalf of the residents at the Armed Forces Retirement Home, please allow me to express our thanks for your donation of \$400 to support our annual car show. Your support is very much appreciated and I can assure that your donation will be used to enhance this very popular event.

/s/ David Watkins
Administrator"

This year the AFRH has reached out to the NVRG and the Model A Club for advice/assistance in enhancing this event that supports and honors those who have defended our great nation. I will be our POC and will be reaching out to you for assistance. Clem will be the POC for the Model A Club. The only thing I'm currently aware of is that we've been asked to assist with the judging, which is conducted similar to the judging at our Fairfax show. I urge everyone to join me in supporting this great show. Ken



A 1937 Ford advertisement

DRIVE-IN MOVIE TOUR RE-SCHEDULED

By Hank Dubois



- I have reserved 12 non-smoking rooms with 2 double beds each at the Holiday Inn Winchester South (Stephens City) for Saturday, September 22.
- The block of rooms will be held until September 15.
- Members can call the hotel at 540-869-0909 to reserve a room - ask for a room from the Early Ford V8 Club block under my name.
- Price with tax is \$72.76.
- We'll dine locally before heading off to the drive-in.
- The movies scheduled for September 22nd have not yet been announced.
- We'll also have an activity planned before heading back to Fairfax on Sunday.
- Questions? Call me at (703) 476-6919 or shoot me an e-mail at hcdubois@juno.com.

CELEBRATING 75 YEARS OF THE 1937 FORD

Here's something to cool you off on a scorching August day in the Nation's Capitol!



Automotive equipment at Union Pacific railroad's winter sports resort in Sun Valley, Idaho, was exclusively Ford in 1937. It's hard to tell what this 1937 "big truck" was used for. There doesn't appear to be any evidence of snow plow attachment points or a lift mechanism for the box.



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. 05/12



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 08/11



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 – 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 a standard 3 1/16th bore. \$250.00. Dave Westrate, Oakton VA, 703-620-9597 or dlwbaw@aol.com



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



Automart continued next page

Automart continued from previous page

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. 06/12



Wanted – two good, rebuildable Stromberg 94 carbs. Marked 21-29 on one side and Ford on the other. Ray Lambert. 703-491-4471 (H) or 703-595-9834 (C) 08/12



Free! – Dorothy Morrison, widow of long-time NVRG member Charlie Morrison, donated his collection of **V8 Times** to the NVRG. She wants them to go to members and not to be sold. Here's your chance to beef up your V8 Times collection. These are available to any NVRG member on a first-come, first-served basis and the table lists all of the issues available. Let me know if you want any of these V8 Times issues. Dave Gunnarson – 703-425-7708 or gunnarson@verizon.net.

Year	Volume	Issue					
		1	2	3	4	5	6
1975	12					1	
1982	19		1	1	1	1	1
1983	20	1	1	5	1	1	
1984	21	1		1	1	1	1
1985	22		1	1	1	2	1
1986	23	1	1	1	1	1	1
1987	24	1	1	1	1	1	1
1988	25	1	1	1	1	1	1
1989	26	1	1	1	1	1	1

1990	27	1	1	1	1	1	1
1991	28	1	1	1	1	1	1
1992	29	1	1	1	1	1	1
1993	30	1	1	1	1	1	1
1994	31	1	1	1	1	1	1
1995	32	1	1	1	1	1	1
1996	33	1	1	1	1	1	1
1997	34	1	1	1	1	1	1
1998	35	1	1	1	1	1	1
1999	36	1	1	1	1	1	1
2000	37	1	1	1	1	1	1
2001	38	1	1	1	1	1	1
2002	39	1	1	1	1	1	1
2003	40	1	1	1	1	1	1
2004	41	1	1	1	1	1	1
2005	42	1	1	1	1	1	1
2006	43	1	1	1	1	1	1
2007	44	1	1	1	1	1	1
2008	45	1	1	1	1	1	1
2009	46	1	1	1	1	1	1

PICNIC RE-SCHEDULED



GOOD NEWS!

NVRG PICNIC RE-SCHEDULED FOR AUGUST 25TH

- ✚ Contact John Sweet by August 19th to let him know you're coming. (703-430-5770 (h) or speedbird201@gmail.com).
- ✚ V-8 caravan departs Fair Oaks at 11:00 AM sharp. Let Ken Burns know if you'll be part of the caravan so you don't get left behind – 703-978-5939 (h) or helenandken@verizon.net.
- ✚ We plan to eat at about 1:30 PM.
- ✚ NVRG will provide plates, cups, utensils and other ephemera. Bring a dessert, fruit or salad to share. You'll also need your own beverages and lawn chairs.
- ✚ Cost: \$5.00 for adults – kids eat free.



NVRG Calendar



<u>August</u>	
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Henry Ford: Industrialist – an interesting DVD presentation followed by remarks from Don Pauley who worked at the Buffalo, NY, Ford Assembly plant in the early 1950s – Refreshments: Ray Lambert.
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 .
25	NVRG Family Picnic Re-scheduled – Art and Sarah Zimmerli’s farm in Amissville, VA – contact John Sweet (703-430-5770 (h) or speedbird201@gmail.com . More info on page 14.
28	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library.
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>September</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: 1937 Ford Motor Company Products – Eric Sumner and John Sweet – Refreshments: Jay Melton.
11-14	Western National Meet – Redmond, OR – Click here for more info.
22	NVRG Annual Night at the Movies Re-scheduled – Stevens City Drive-In – step back in time and enjoy a great evening of family fun and entertainment. More info on page 12.
25	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>October</u>	
7	55th Annual Antique Auto Muster at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8:00 am – contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net if you plan on caravanning with us. We don’t want to leave you behind! See page 12 for more info about how the NVRG supports this great show.
10-13	What else but Hershey?
TBD	Hershey Widows’ Luncheon – join us for the fabulous luncheon buffet or order off the menu at Brions Grille – exact time/date TBD – contact Helen Burns 703-978-5939 for reservations.
16	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey Review – Refreshments: Steve Groves.
20	17th Annual Rockville Car Show – 8:30a.m. to 3:30 pm. Glenview Mansion at Rockville Civic Center Park, Rockville, MD. More info: www.rockvillemd.gov or 240-314-5004
26-28	Annual Fall Memorial Tour – join us for this great annual event – drive the scenic byways and enjoy beautiful fall colors with your V-8 friends. Destination: Charlottesville and Richmond areas.
30	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road December – Annual Holiday Gala



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

August Program: Henry Ford

Mark your calendar! The August Meeting is on Tuesday, August 14th 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