

Northern  
Virginia  
Regional  
Group



# Value Clatter



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

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Ken Burns - Editor

# HERSHEY 2013!

Pictures by Dave Gunnarson, Clem Clement, Eric Sumner and Editor



Mark & Al Luposello (R) stopped by to see what Jim Crawford and Mike Prater were selling at their booth.



Keith Randall and Ken Burns checking out the hot air heater parts that Rob and Susan Doudrick had for sale.



Ken Gross and a friend dropped by the camp in Flathead Gulch to pick up a 16" rim left there by Jason Javaras.

## Hershey Revisited

By John Girman

Hershey! While the West Coast has some good car shows and swap meets, nothing compares to Hershey. It had been three years since I had been to Hershey and I was looking forward to seeing old cars, old car parts and old friends. Ken Burns asked me to take note of what seemed different.

Overall, I thought there were somewhat fewer people but the numbers are still large. One other trend that I observed in the past continued: the Chocolate Field had many empty spaces and has had fewer vendors over the years. The Red Field also had more empty spaces and that was new but there were still a lot of Model T and Model A parts available. However, the Orange and Green Fields were full and did not disappoint. It appears that newer vendors are filling those fields and most spaces were overflowing with parts.

There were more foreigners than ever and the Swedes seemed to predominate. Frequently, the air was filled with cigar smoke and that was new to me. I guess if your wife won't let you smoke cigars at home, you wait until Hershey so you can share the smoke with your automotive colleagues. Another thing I noticed was the huge number of scooters and golf carts. It seemed like they were sneaking up behind me all the time and their drivers didn't necessarily subscribe to the notion that pedestrians had the right of way.

Many of the big vendors, such as Carpenter, Drake, Macs and Nacewicz, no longer sell parts while at the meet. In some cases, they will deliver previously purchased items or just take orders. I guess this trend is the response to Pennsylvania's efforts to expand its taxation reach. It seems like we all lost on that one. Also, the auction is no longer held at the Giant Center and I missed that.

There were more cars in the Car Corral than ever, with more and more cars from the 60's and 70's. Two things surprised me. One, there were a lot of nice Mercedes Benz for sale, especially roadsters. Second,

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# Up Front with the President



*November 2012*

Dear V-8ers,

Hats off to Don Lombard and Bill Simons for a great Fall Tour this year. While the weather threatened to put a damper on things, the fun planned by Don and Bill more than made up for the overcast skies.

With spectacular scenery, purring flathead V-8s, plus the company of great friends, this year's tour also added the chance to meet up with several members of Richmond Regional Group #13 during Friday night's dinner. It was great fun and all in attendance enjoyed the opportunity to compare notes and talk V-8.

Although the threat of rain kept several flatheads from being driven this year, the ones that did covered more than 200 miles without a hitch. Bill Simons, Leo Cummings, and Jim McDaniel all drove their cars with no major problems. *(Full coverage of the Fall tour will appear in the December Valve Clatter. Ed.)*

As always, our Fall Tour is a great way to enjoy your car. Of course it does help to have a reliable car. So I plan on taking the upcoming winter season to make my Lincoln a more reliable tour car. Of course reliability comes from driving your car and fixing those problems that need to be addressed as needed. And I certainly understand the frustration of a car that is constantly breaking down, and can't be trusted, but I also know that with some common-sense, a little elbow grease my car should be able to join the next Fall Tour.

The NVRG has always placed an emphasis on driving our cars and I think we were very successful at it in 2012 - and I am certainly looking forward to 2013, and I hope you are too! If you've never had the pleasure of touring in your Flathead era Ford, Lincoln, or Mercury, please consider joining us for our next one.

See you on the road,

*John*



Seen at Hershey



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many of the prices were very reasonable, even on Wednesday. For example, I saw a 4-door hardtop Corvair Monza with only 22k miles with an asking price of \$4K. I guess that just as we are climbing out of the recession, car prices finally reflect the recession----go figure. I saw two '36 Ford Phaetons in very good condition with one priced at \$37.5K and another for \$41K.



\$37,500 or...

Some cars still had "Hershey prices" with a very familiar dual cowl '36 Phaeton priced at \$99K.



\$99,000 – you decide!

There were several nice '53 Ford Victoria's on sale and I talked to the proud owners of one newly purchased for \$18K. The owners were planning on taking it across the USA on Route 66 next spring. I can relate to that!



One of the more interesting things I saw was a Ford Model K driving around the Red Field. This is the 6-cylinder, 405 cid car built in 1906 and the only 6-cylinder built by Ford until 1941. There are reportedly only 11 of these cars still in existence and only 4 of them are drivable so it was quite a thrill to

see the car moving down the aisles under its own power.

However, when all is said and done, many things about Hershey are unchanged. We still have a great campsite, the breakfasts are top notch, you bump into friends on the field, the evening meals offer great camaraderie and Hershey is still the greatest automotive spectacle in the world. It was good to be back.



### A Few Random Thoughts about Hershey

By Ken Gross

I've been going to Hershey since the early 1970s, battling mud and pelting rain many of those years, but always thinking if I'm not in Chocolate-town in the first week of October, the planets somehow aren't aligned. As a hot rodder, I've been amused over the years how many inroads have been made, despite the AACA's 'No Hot Rods Allowed' policy. In 1993, Kirk F. White brought a pair of authentic dry lakes highboy roadsters and won two First Junior awards. Ron San Giovanni, Mark Van Buskirk, Ross Myers and others have had their cars certified and awarded in Class 24A. The AACA has considered establishing an historic hot rod class, and I've drafted a letter, but the hardliners won't agree, despite the fact that Pebble Beach, Amelia Island, Meadow Brook Hall, The Glenmoor Gathering, and others all recognize historic rods and customs. To paraphrase *Casablanca*, "we wait, and we wait..."

The flea market always has speed equipment for sale if you know where to look. Dave Simard scored a set of Kinmont disc brakes a few years ago for under \$1,000. I know another guy who found a Kong distributor for \$85. This year, a vendor from Detroit displayed a very rare E&S dual 'blast box' manifold.

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He had the same one last year for \$4,000; this year the price came down, but not far enough. As a manifold collector, I'm always looking for rare examples, but not at that price. There was a complete SCoT blower setup available, as well. I bought my SCoT in 1993 for \$3,000. They're triple that today. The old adage holds: you don't pay too much; you might pay too soon.

Two early Fords caught my attention...a 1947 business coupe from a town North of Hershey for \$26K OBO and an unrestored 1932 Ford three-window with a firm \$100,000 price-tag.



The '47 was stock with fender skirts, dark blue finish, and it had a dual exhaust system. The three-window was in very decent condition and I'm sure most of our region's attendees checked it out. That one's out of my price range, but the business coupe didn't sell, and I've been talking with the owner. I had a '48 sedan coupe (or club coupe) in high school and I wanted a single-seater business coupe in the worst way. Maybe if he comes down a little, we could make a deal.



This baby has made the rounds – LA Roadster Show, Hiawasee Eastern National Meet and now Hershey. Over the course of the season the asking price has dropped from \$120K to \$100K.

That's the fascination of Hershey. Most of us might go there with a shopping list for parts, but

we're not necessarily looking for a car. Then you see one you like, and you start thinking. I bought my '39 Ford at Hershey, but not on the fields...I made the deal at the Hershey Hotel. My friend Jim Cherry was showing photos of the car. He'd finished it, driven it a few thousand miles, and was ready for a new challenge. The price was right; I've always liked '39 Convertible Coupes, so I offered to meet his price. We shook hands, and not five minutes later, Bruce Meyer walked by, saw the photographs and asked if the car was for sale. Jim answered, "Ken Just bought it."

That's Hershey. I wouldn't miss it.

### **Randall's Ramblings**

*By Keith Randall*

This year was my first trip to the annual "Hershey Old Car Extravaganza." In years past I have attended shows in Carlisle and anticipated something similar. Well, what a surprise. Hershey is Carlisle on steroids!

After the crew of David Blum, Hank Dubois, Bill Simons, Don Lombard and myself assembled we headed out for Hershey. We arrived Tuesday evening and checked into our motel. Thanks to David, we traveled in comfort and style in a late model Chrysler mini van. The Sirius radio was tuned to channel #5, the 'Doo-Wop' channel. My traveling companions amazed me with their knowledge of not only the names of the tunes but, the artists too! I could have impressed them with my knowledge of Rock and Roll if channel #6 had been selected but, I respectfully deferred to my elders choice of music!

The guys thoroughly briefed me on the protocols of the Hershey experience. Essentials such as where we meet, where we eat and where the best restrooms can be found was shared.

We started each day at 07:30 with a hearty breakfast at the favorite local restaurant where I was introduced to Shelly the waitress who has served my companions for many years. On the first morning Shelly greeted us with hugs all around before we settled in for a great meal at a very reasonable price. Shelly not only remembers all the guys' names but also if they drink coffee or tea. She even gave us each a small bag of home made cookies Saturday morning for our trip home. A most excellent waitress!

We met up with the 'Tent Crowd' of Dave Westrate, Eric Sumner, Bill Selley, Ken Burns, John

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Ryan, Dave Gunnarson and John Girman (I think that was all the campers) for lunch most days. Additionally, all these NVRG members and others gathered for a fantastic dinner at Duke's restaurant one evening. We had great conversations about the many interesting parts and cars discovered in the various fields.



Keith (far end on right) enjoyed his first meal at Duke's.



Looks like John Ryan had trouble finishing his flatbread pizza.

On Wednesday, Thursday and Friday we all prowled the fields for that special, elusive part. I was told that if all the aisles at Hershey were explored you could expect to have walked around 17 miles. I sure was glad that I was wearing good walking shoes! Saturday was the AACA car show. It was a real treat to watch the parade of show cars as they entered the field. There was everything from vintage motorcycles to early brass and '80s vehicles on display.

Another Hershey highlight was the RM Auction held at the Hershey Lodge. The auction was another first for me and I thoroughly enjoyed all the action. Not only was I in the audience of 100+ bidders but also, there were bidders participating both on line and by telephone...amazing. I would have been happy to be the new owner of most any of the auctioned vehicles but, made sure that I sat on my hands. As an example, a 1940 Plymouth Deluxe Business Coupe sold for \$12,000 and a 1931 Duesenberg Model J Dual Windshield 'Barrelside' Phaeton sold for \$1,175,000.

Next year, my intent is to come up with a more

organized plan in an attempt to see *all* the vendors and vehicles....we'll see how that goes!

### Hershey Impressions from Westrate

By Dave Westrate

To me Hershey 2012 was windy, cold, dry, and wonderful. We all missed Cliff but were pleased that John Girman could join us. The crowds were big and the vendors were out in force and, as always, it took three days to see it all. The best part to me is the interaction with the club members and watching people help each other out. Dave Gunnarson cooks breakfast for the tent people and in turn a V-8 member hauled a big piece of truck body all the way from the Midwest to Hershey for him for no more than a hand shake and a thank you. Saturday morning we had two hot air balloons to watch on the way to the show field for a truly magnificent car show to top it all off.



### With a Little Help from a V-8 Club Member

By Dave Gunnarson

*(Editor's note: Dave has submitted this article to Jerry Windle for publication in the V-8 Times and was gracious enough to share it with us first.)*

In late September I was the high bidder for an original, unrestored 1935 Ford truck demonstrator truck advertising panel.



Here's a 1935 Demonstrator stake bed truck clearly showing the panel.

The owner in Illinois was reluctant to ship it to me since I live 750 miles away in Virginia, and I didn't have an easy way to pick it up in person. I thought of

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all the stories of help provided by distant EFV8 Club members and sent notices to the local Regional Group in Peoria and posted a note on the Ford Barn Forum asking for anyone traveling east through Illinois during the second week in October heading to the AACA show in Hershey, PA willing to transport the panel to contact me. Many of the Northern Virginia Regional Group go to Hershey every year since is less than three hours away and a great place to find parts, look at cars and meet folks from all over the world. It was a long shot, but after several days of silence, I received a call from Don Rogers in Missouri. He said he was traveling through Illinois on his way to Hershey and would be willing to deliver the panel to me there if I could get the seller to meet him somewhere along I-70. After a few calls this was arranged and I eagerly awaited our rendezvous in Hershey. The next week I met Don at his flea market space and there was my panel.



Dave poses with Don Rogers and the rare panel at Hershey.

I sincerely thanked Don for his efforts and he modestly said it was no effort on his part and refused my offer of compensation. Without Don's help, I'm not sure how I would have gotten my prized possession home. Don exemplifies the biggest reason I enjoy our club and is a true testament to the unselfish way EFV8 Club members go out of their way to help others.

## Hershey 2012

By Clem Clement



Tuesday I wandered about looking for a cheap bike

to buy just for the show. A fellow nearby said he'd rent me one from his nearby home. He brought it in that afternoon and it immediately blew a tire. I thanked him for his trouble, but he insisted that he find another bike. I noticed he was favoring his back and he said he was having trouble and had no chair. I loaned him an extra chair we had. The next day I had a bike to ride. He would take no rental \$\$\$. How special Hershey is!!! When I returned the bike I looked at his treasures and bought a black hub cap with a square red "S" on it. Any ideas what it goes to?

Tuesday nite I found myself without a dinner opportunity until John Ryan found me wandering about amongst the junk. He took pity on me and we went to Applebee's to join some other NVRG early birds. Good social time. Wednesday evening was chow at Fuddrucker's with 16 or so of us.

Ray Lambert graciously offered us coffee. I brought over a stack of big cups. Ray fussed that my cups were too big and that folks quickly ran him outta coffee. Wait till next year Ray, I'm bringing demitasse cups from my famous world wide cup collection (Read BBQ cups from Wendys.)

Ray's now famous quote "There is no such thing as a lie in a Flea market" was used many times this year. Ray was lookin' at me and I dunno why....

It seems like we were visited by everyone from the Ford Barn. Free psychological advice was offered to many a passerby but nobody would have none of it. Another high point was Frank Black talking to Ken Burns about the best way to have the max L over D ratio for a [disk-bladed helio](#). Them two solved all the future helo problems right in front of my booth.

The weather covered all options. What: No snow? Dale kindly offered me a packing blanket to put over my sleeping bag. It did not match the decor of my table so I passed (and liked to froze Thursday nite!)



Frost on Dave Westrate's Truck Saturday morning.

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I found a nice creamer after looking for one since 1959. I can't remember what I needed it for, but I got it now! One time I bought a neat set of Buick rubber mats 5 years after I sold the Buick. I guess I needa tighten up my shopping list some...

Favorite car in the lot: The aluminum Model A boat-tail roadster for \$71K.



So many visitors from other nations (I hate the word "foreigners." It has such an unfriendly sound.) Nice to chat with them all. Some of my wondrous trains will cross our borders outbound.

The little children brighten when learn that one of the toy train cars in Uncle Clem's box of cars can be theirs free. And the challenge of the choice and the discussion with Daddy about which is the Bestest!! Toy cars are \$1 each, but the first one is free...oh the decisions a little boy has to make. So many kids are already worn out seeing all the big people's rusty car junk and blossom when they find Uncle Clem's box of joy. The selected toy gets an immediate work out on every flat surface.

Day birds vs. nite birds: Day birds come in the morning all fresh and shiny with beeeeg plans for the day. By 4<sup>ish</sup> they are headed out to get a 'tuni. Nite birds have been there all night and are just getting outta their sack. Ray gets up about 4:30 and puts coffee on. Not me: 8<sup>ish</sup> is good enough. A new shirt, teeth shined and a cup of much needed Joe and I'm ready to de-cover our pile of yet-to-be sold treasures. It is so much fun to see the stains by the driver's doors of the parked cars. Tooth paste and gargle every morning and evening – part of the tradition of Hershey, I guess.

My load of treasures shifted on the way home. Tinkle, clank, bump. Then somehow the back door of the Chivvy Tahoe came unlatched. My junk loved me so much that they stayed aboard for the next 100

miles. The setting sun was so bright that I could not see the warning light on the instrument panel. I wondered why the temp in the car was so irregular.



Golly, another Hershey is in the books. Only 51 weeks until Hershey 2013. I betta start collecting more treasures to present to my 150,000 best friends at Hershey 2013.

Hope to see you there.

### Hershey – Always Interesting

By Editor

No two years at Hershey are ever alike; but they're always interesting and 2012 was no exception. I went up to Hershey with high expectations of picking up five Ford Script blackwalls for my second Woodie. I wanted this Woodie to have a different look than the Lock Haven Green one so decided to give it kind of a stealth look: black paint, black vinyl roof and blackwall tires with the usual hubcap and trim ring plus the accessory 01A-18331 Inner Beauty Ring.



I'd done my due diligence internet searching and knew what the five tires would cost if I bought them on-line but was hoping to save a little money by investing a little sweat equity and lug them home myself. My first stop was Coker where I'd bought the whitewalls for my other car. They told me they didn't have any at the show, checked their data

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base, said they had two at a warehouse in CA and would have to charge shipping from CA rather than from their headquarters in TN. Coker had no idea when they'd have the blackwalls back in stock. Next up was Universal and they didn't have any either at the show. By chance I stopped by the Lester booth and found out I'd been living under a rock for the past couple of years. I was under the impression that Coker Tire manufactured the Ford Script tires. In actuality, they were manufactured by Denman Tire, a company nearly 100 years old that had been a major supplier of antique car tires for decades. Recent economic woes drove Denman into bankruptcy in May 2010. Denman assets, including all the vintage molds were purchased by Titan Tire, a major player in LARGE earthmover and industrial tires. Titan moved all the Denman molds and equipment to one of their facilities in Illinois and has started production again, but because Ford Script blackwalls are a low demand item it will be some time yet before they're back in the inventory of any major vendor.

In another change of manufacturer story, Dennis Carpenter has taken over the manufacture/assembly of the Ford-licensed '40 Ford coupe from Bob Drake and had one on display at Hershey.



Carpenter's '40 coupe body on display in Hershey...

The stampings are still done overseas but the final jiggling, welding and assembly will be done by [Real Deal Steel](#) in Sanford, FL.



and at the Real Deal Steel shop in Sanford. (Ford media photo)

I dropped by the space of Early Ford V-8 Club National 1941-1951 Woodie advisor Mike Nickels to see what he was up to. In the past he's brought some really great Ford and Merc Woodies to Hershey. I've also picked up a few Woodie bits and pieces from him over the years. This year he brought something a little different – a 1946 International Harvester K-1 Woodie he recently restored! I found it interesting that it's actually a 3 door vehicle; the left rear door is a faux door and the gas tank filler runs through it and down into the fuel tank under the floor behind the front seat.



But all is not lost – Mike showed me pictures of his latest Ford Woodie project, the rarest of all Ford-authorized Woodies – a 1944 Schult-built Army Wagon – no more than 100 of these vehicles were produced and Mike's is only the second known to exist. It was discovered in a field and is in pretty rough shape but Mike has the skills to bring this rare piece of Ford history back to life.



Obviously built for utility not looks!

Schult wagons were built for the Army in 1944 as "Auxiliary Ambulance and Carryall" vehicles. Since the vehicles were design to serve as ambulances during the invasion of Normandy, they have that ungainly high roof and double doors in the back to facilitate loading patients.

Ford sent 1944 Tudor military sedans (they actually are the same as the 1942 model) to Schult for conversion. Schult was then, and still is, the oldest trailer house manufacturer in the U.S. and it shows

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Hershey continued from previous page in the construction of the wagon: steam-bent top bows, oak body framing, and Masonite paneling. Schult is still in business today in Redwood, MN, building modular and manufactured homes.

Two other vehicles really caught my eye, as well as those of numerous other NVRG members: Mr. Twin, a customize 1937 Lincoln Zephyr four door sedan and a sleek 1939 French-built Matford Cabriolet. I had seen pictures of Mr. Twin before but wasn't certain that the car still existed. Sure enough, there is was at Hershey.

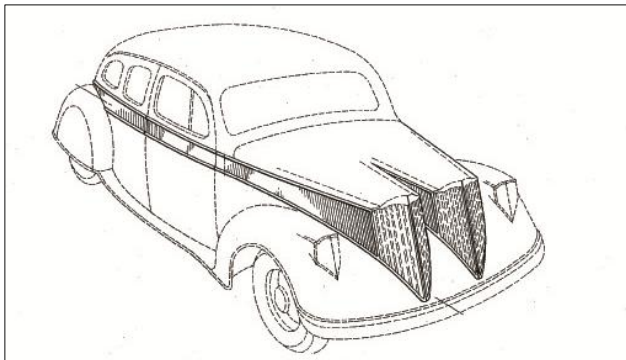


Mr. Twin back in the day and...



at Hershey – 2012.

Mr. Twin was design by [Millard L. Morrison](#) of Lake Forest, IL, back in 1937. In addition to the Zephyr, he also developed a twin grille design for Packards of the same era. He strongly believed that there were many pluses to the twin grille design and was awarded patents for both the Zephyr and Packard designs.



Drawing from Mr. Morrison's approved Packard patent application. The other car that drew everyone's attention

was the 1939 Matford Cabriolet with stunning Art Deco styling. The owner was asking \$42,500 and it needed a complete ground up restoration. I looked on line for other examples of 1939 Matford Cabriolets but found none with what appears to be that neat swoopy belt line. I don't think it's just painted on but know next to nothing about these cars. Maybe Colin can fill us in on the body builder.



The Matford looks great from any angle. Notice how there is no rear panel under the trunk and how that contributes to the smooth tear drop shape.

Lastly, I want to echo what Dave Gunnarson said about this being a great and unique club and Regional Group. We had NVRG members separated by 5,000+ miles and nine time zones joining us in Hershey: John Girman flew in from Cotati, CA for the first time since he moved away and Colin and Adrian Spong were back with us once again from the Essex, UK.



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John Girman hands Dave Gunnarson his 2013 dues and Hershey and this is a visual receipt of the transaction.



After return from Hershey, Colin and Adrian Spong visited my garage just before attending our October "Hershey Review" meeting. While with me they took numerous photographs and measurements of both my 1941 Woodies to aid in planning the restoration of their C11ADF Woodie.

**CELEBRATING 75 YEARS OF THE 1937 FORD**

**1937 Fords and Lincolns at Hershey**

*Story and Photos by Editor.*

Any discussion about 1937 Ford Motor Company vehicles at Hershey has to start with Dennis Carpenter's mostly original 1937 Ford Roadster which drew throngs of flathead enthusiasts. The Roadster was featured on the cover of the recent September/October *V-8 Times* and inside was a thorough write-up by National Director Wayne Deitrich describing Dennis' persistence over 20 years in tracking down and acquiring one of the last Roadsters ever produced by Ford. The article also described how Dennis returned the car to its current condition.



But Wayne's article only told part of the story. At Hershey Dennis had a display placard with more of the story and pictures of the Roadster in "as found condition."



Quoted from the placard: "Resting in shadow since 1962, this car was buried in a thick coat of dust. The mismatched tires were flat spotted, and the upholstery was brittle. But Dennis Carpenter's keen eyes were not fooled by shabby appearances. On October 12, 2011 he became the new owner of an all original, rust free 1937 Ford Roadster. The genuine hand-buffed leather interior was weathered but complete. The tarnished DeLuxe "Banjo" steering wheel shows no cracks, and the odometer registers 44,273 original miles. Under the hood rests one of Henry Ford's infamous 85 H.P. flathead V8 engines – the stuff from which hot rod legends were made."

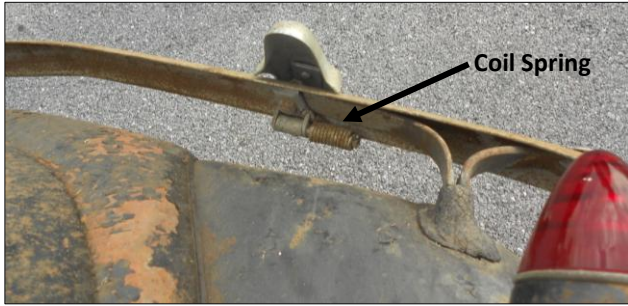


Al Luposello had his newly-acquired '37 Phaeton at his space. Dennis Carpenter dropped by to check out the original top and other details on this mostly original car.

Here's a different shot of "Mr. Twin", the '37 Zephyr mentioned previously. If you examine the picture you'll see that the bumper guard has a coil spring attached. The story behind this custom feature is that one tactic used by nefarious characters in the '30s was to ram your car from behind and over-ride the bumper guards. They then could force your car to the side of the road and carry out

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**Celebrate** continued from previous page whatever evil things they had in mind. Because these bumper guards folded forward when pushed from behind it was alleged that the bad guys' car couldn't hook onto your bumper. Fact or urban legend? You be the judge.



Dave Gunnarson checks out this '37 DeLuxe Coupe.



I know this isn't a '37 Ford or Lincoln but it's most likely a '37 Mullins Red Cap Trailer. Approximately 2,000 of these trailers were built in 1936-7 in Salem OH. The owner said this one is serial # 1992.



An original circa 1936-7 ad for a Mullins Red Top trailer



This '37 pick up had a '50 Merc engine, twin carbs, Offy heads, high-lift cam, dual exhaust, 12 volts and juice brakes. It also had dual wipers, dual mirrors, sealed beam headlights, turn signals, new 15" tires, heater and a Banjo wheel. The owner described it as a "Perfect driver." The only drawback I saw was the \$42,500 asking price.



The asking price on this clean looking 1937 slant back was \$10,500.

## RESTORATION ROUNDUP

### The Photographing, Removing, Bagging, and Cataloging Stage; An Update on the Woodless Woodie

by Rob Doudrick



It's been a couple of years since we purchased the barn fresh, one-eyed, woodless Woodie you may  
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remember from a past edition of *Valve Clatter*. The big surprise in the restoration process thus far is I discovered the Woodie's final assembly date and my birthday are the same. I could have looked long and hard and never made that match, Woodie or any car for that matter. Reflecting on this happenstance now and the condition of the Woodie, I gotta hope I'm doing at least slightly better in the aging game.



Progress as anyone who has resurrected a near lost cause knows is, and will continue to be, slow. A good power washing was called for early. Disassembly and cataloging of misc parts followed and has dominated most of the time spent. The not surprising broken screws and bolts, have slowed progress, but I am now down to just a few pieces along the driver-side C-pillar. Although some parts are probably beyond repair or restoration, we are finding very few parts missing, making reconstructing new not beyond possible, or if luck is with us finding replacements.



Looks like the Woodie might need a wheel alignment also.

Indeed we have found better doors, a nice tailgate, and a third seat that had gone missing sometime in the car's past. We have new front floors, and inner and outer rockers ready to go in when we get to that stage. As I've done my research, I think I can

find or if need be make other sheet metal components. I have to admit though when I found myself easily standing on the garage concrete and working inside the car when I was removing the headliner remnants it was a little too convenient. With the floors especially on the passenger side rusted away fully to the frame rails I was able to reach everything very nicely thank you while standing comfortably and not having to kneel or crouch to do the work inside a solid body. Yeah, I know I'm probably looking at the glass being half full, and I'll take what I can get.



## E-MAIL BAG

**From Tom Shaw**

Hi Dave,

Enclosed find my next year's Club dues. Even though I have sold my 51 Convertible I still have the 1953. Several members helped me take the engine out of the car. Restoration is taking forever to finish. This was a frame on restoration. I have painted it in black lacquer. Which is probably why it is taking so long. It is the original color of the car. It's a four door sedan and I know I won't get my money out of it when I sell the car. But it is beautiful and it was a 33,000 mile original car. The engine runs. Between my Parkinson's Disease and turning 72 years old have both seemed to have sucked the air out of me. I don't have the energy to do the work I used to. I can work on the 53 for 2 maybe 3 hours and then it is inside to the couch to rest. I'm currently painting the dash and window garnish moldings.

/s/ Tom Shaw



## ARMED FORCES RETIEMENT HOME

### AFRH 55<sup>th</sup> Antique Auto Assembly

By Clem Clement

It was a dark n stormy night. No, wait! That's a different saga. Actually it was a cold and rainy day when Ken Burns, Wayne Chadderton and I headed off to the Armed Forces Retirement Home. I had graciously volunteered the Model A Club to help judge and then snookered Ken in as well. We gave Wayne the chance to back out but he's a real trooper and came along anyway. No sane person would be heading to a car show on a day like this but, this wasn't your ordinary car show.

Thrill of the Assembly: Meeting Tuskegee airman Tom Lowery. Janet McFarland of the Daughters of the American Revolution was there and just happened to have a USAF blanket with Air Force fighters emblazoned on it and she presented to the Tuskegee airman. I musta got sumthin in my eye. (Janet is a hero to many of us Vets for her successful initiative hosting two car shows for our Wounded Warriors at the now-closed Walter Reed Army Hospital. We told her of the aborted effort to do a show at FT Belvoir. She really wants to do more events for our WW and will look into using the VA hospital grounds.)



Tuskegee Airman Tom Lowery and Janet McFarland

Dick Javins of the Model T/A/Take Apart T clubs: "Their team thought they would not do the take-apart Model T pickup in the rain as it might not start due to rainwater on the coil. UNTIL the Tuskegee airman asked them to do it and that decided things right there and there – apart it came... I cried as those take-apart guys did a great job. Dick jumped in the reassembled truck and she started even tho' wet. Ed Brant, WWII B-24 pilot helped!! These guys had served and the oldie tired Model T truck served them right back. Whatta scene!



Ed Brant, Tom Lowery and Janet McFarland

Plenty of doughnuts and bagels and coffee and hot apple cider for everyone and boy did we need it!

Ken, Wayne and I judged the 15 or so real cars that turned out despite the rain. Bill Sims still has his Chattanooga trip bugs emblazoning in his A radiator.

Construction on the Sheridan Hall is scheduled to be finished in April, so next year we will be back in the usual location for the Assembly. The main building is a mess from the quake. Dave Brown, son of the originator of the Assembly, was in the building at the time of the quake. He said things were falling inside as well as outside. Many of the outside marble blocks are in rows on the grounds waiting for repair/replacement and reinstallation.

I started and managed the USAF Oral History program years ago while stationed in Alabama. The Tuskegee Institute asked me to visit and conduct an oral history training program for their folks. They recognized that they needed all of their heroes' experiences recorded and documented. Many years later at a Tuskegee party, I invited a white instructor (all instructors were white at first as there were no black aviators at that point) and a black student airman to have a ride in my Model A. The black pilot drove and the white instructor sat in the passenger seat and made comments. The fellows came back grinning from ear to ear: they had reverted to the instructor teaching and the student trying to do his best. I cried as they did as well, remembering those very tough days back at Tuskegee in flying school.

The AFRH Director was so very happy we came and supported AFRH on such a wet day. During the trophy presentation ceremony he mentioned the NVRG,s generous financial support of the Assembly.

The Oktoberfest afterward looked like great fun but we passed on the beerz and brats and headed for home.

We were proud and privileged to have the opportunity to serve our Veteran heroes.

*You are cordially invited to attend the*

***ANNUAL NVRG HOLIDAY GALA***

***December 1<sup>st</sup>***

*at*

***The Country Club of Fairfax***

***Cocktails at 6 pm***

Dress - coat & tie

*\$40 per person - attendance limited to 60*

**Menu Selections:**

*Filet Mignon topped with Brandy Peppercorn Sauce, served with Gruyere Scalloped Potatoes  
Breast of Chicken topped with Lump Crab Meat, served with Rice Pilaf  
Vegetable Napoleon with Marinara Sauce  
Vegetable of the Day  
Salad of the Manor  
Desserts – choice of Crème Brulee or Sherbet*

To reserve your place, mail your check and entree and dessert choice to:

Sandra Green  
6214 Militia Court  
Fairfax Station, VA 22039

Checks are made out to NVRG, and received no later than **November 28<sup>th</sup>**

Don't forget to bring a wrapped gift if you wish to participate in the gift exchange!



**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. \$28,000. **Don Fowler**, Summerfield, NC, 336-644-1918 or [drfmwf@triad.rr.com](mailto: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** – 1953 Ford Customline 2 Door Sedan – new interior & trunk floor mats, new headliner, new wheel cylinders & brakes, new shocks, new chrome grill, Sheridan Blue, 63,000 miles, quality driver, \$6,800. **Jane Helms** – Woodstock, VA – 540-459-5890 11/12



**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 1/16<sup>th</sup> bore. \$250.00. Dave Westrate, Oakton VA, 703-620-9597 or [dlwbaw@aol.com](mailto: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](mailto:WBabic@cbmove.com), 703-524-2100 (W) or 703-525-6070 (H) 06/12



**For Sale** – A friend of my son Joe is about to offer his family's 51 Ford woodie for sale. The original blue painted wagon has been in the family since new. 90K on it and stored inside for the last 40 years. The wood was re-varnished in the 60's. Supposedly original everything. I have not seen the vehicle which is in Missouri. The family knows it valuable. If anyone has serious interest, I will pursue. **Clem Clement** – 703-830-5597 or [clem.clement@cox.net](mailto:clem.clement@cox.net) 09/12



**For Sale** – Parts from 1948 F7 337 c.i. engine: heads, water pump, large capacity oil pan, 5 speed shift plate, carb. Very reasonable to V-8 members. Also (4) 16" '48-'50 era truck wheels. \$80 set and many small parts for 1940-'48 cars. **Jason Javaras** (540) 786-5819 11/12



**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** - Automart continued next page

**Automart** continued from previous page  
[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

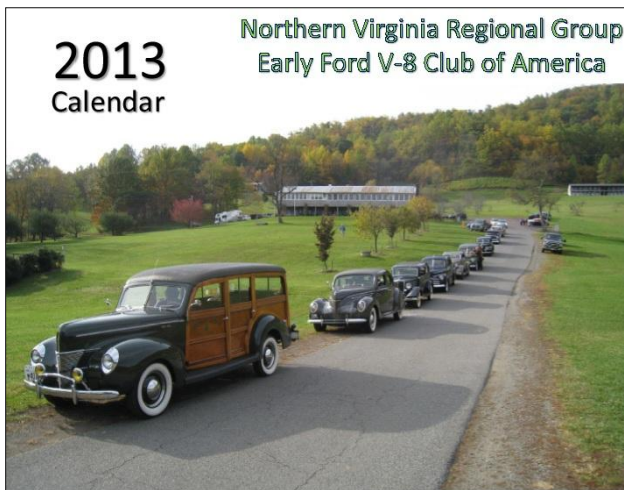


**Wanted** – Wanted: 1) 10 inch clutch parts. Pressure plate and friction disk from 41-48 car or 41-53 light truck. Flywheel from 48-53 light truck. And/or 49-51 Mercury B&B clutch parts. Worn out clutch disks OK. 2) 42-48 front brake drums/hubs (drums mount on the inside of the hub). Prefer worn out 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). 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


### 2013 NVRG CALENDARS ON SALE NOW!




Cover photo from this year's beautiful NVRG calendar

All new and they'll go fast! Don't miss out on NVRG's 2013 calendar featuring another dozen NVRG Members' vehicles never before featured in our calendar. Great for Christmas gifts or for your own man cave. Reserve a calendar today by email, mail or phone from Mark Luposello:

 [drspdracer@aol.com](mailto:drspdracer@aol.com)

 1027 Bellview Road – McLean, VA 22102

 703-356-3764





If paying by check make the check payable to "NVRG"

The calendars cost \$15 (you pick up) or \$20 (Express mail). Calendars will be available for pickup at the November general membership meeting on the 13<sup>th</sup> or at the Holiday Gala, December 1<sup>st</sup>.

### DUES ARE DUE!



NVRG 2013 dues are payable by December 31<sup>st</sup> and remain at \$15 for one year. Three easy ways to pay:

-  Send a check made out to "NVRG" to David Gunnarson, Membership Chair, 10707 Ellie's Court, Fairfax Station, VA 22039 or...
-  Hand him the check/money at our next membership meeting or...
-  at our Holiday Gala.
-  **Nota Bene – late renewal:** if renewing after December 31<sup>st</sup> please submit \$20.

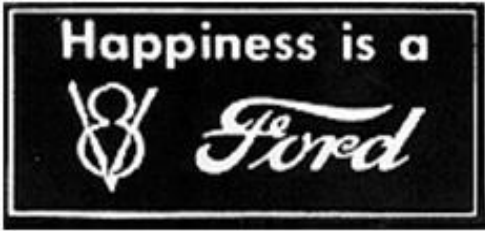
Let Dave know if you need to update your membership roster information, i.e. address, email, phone, cell, etc. Also changes in the cars you own. Remember – you must also be current on your National membership dues.

### ORDER YOUR NVRG NAMES



Need a NVRG name tag for you and/or your spouse? Contact Dave Westrate ([dlwbaw@aol.com](mailto:dlwbaw@aol.com) or 703-620-9597). Price TBD based on number ordered.

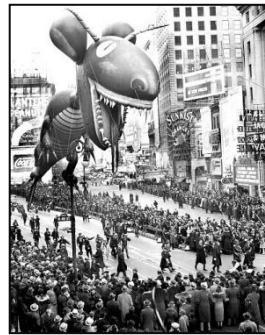




# NVRG Calendar



<u>November</u>	
13	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program: Riveting</b> by Dave Gunnarson and <b>Wooden Ships &amp; Iron Men</b> by Don Pauly – <b>Refreshments: TBD</b>
17	<b>Garage Tour of Bill Potter’s Big Top</b> – Depart Fair Oaks Mall at 9:30 – lunch to follow – Questions? Contact Art Zimmerli at 703-323-1774 or <a href="mailto:viewtown@cox.net">viewtown@cox.net</a> .
22	<b>HAPPY THANKSGIVING!</b>
27	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Country Club of Fairfax.
27	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>December</u>	
1	<b>Annual Holiday Gala</b> – <b>Country Club of Fairfax</b> – One of the holiday season’s highlights - complete details on page 14.
24	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>January</u>	
1	<b>HAPPY NEW YEAR!</b>
8	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program: TBB</b> – <b>Refreshments: TBD</b>
17	<b>Garage Tour: TBD</b> Contact Art Zimmerli at 703-323-1774 or <a href="mailto:viewtown@cox.net">viewtown@cox.net</a> .
29	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library. All members welcome to attend.
29	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>



Macy’s Thanksgiving Day Parade, November 25, 1937

## Down the Road



CPR Training for members and spouses – start the New Year off right – bring someone who might someday save your life!



**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

**November Programs: 1) Riveting; 2) Wooden Ships and Iron Men**

Mark your calendar! The November Meeting is on Tuesday, November 13<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