

Northern  
Virginia  
Regional  
Group



# Value Clatter



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

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

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Ken Burns - Editor

# ANNUAL FALL TOUR

Come Rain, or Come Shine, but No Hurricane Sandy

By Editor; Photos by John Sweet and Editor



The intrepid travelers about to depart despite the gloomy weather forecast.

Boy, did we dodge the bullet on this one. Weather forecasts all week leading up to our Annual Memorial Fall Tour were full of dire warnings about the potential devastation when Hurricane Sandy made landfall and at times it appeared that we could be pretty close to the bullseye. In spite of the gloomy forecast three hardy V-8ers defied Mother Nature and brought out their V-8s to our usual departure point at Fair Oaks Mall. Hats off to Bill and Liz Simons, 1934 Tudor Sedan; Leo and Cathy Cummings, 1950 Mercury Monterey; and Jim and Char McDaniel, 1951 Ford Cruiser. Those opting for the comfort of a modern vehicle included: Wayne and Jane Chadderton, Hank and Cindy Dubois, John and Shelly Sweet (and Shelly's parents Art and Veronica Johnson), Ken and Helen Burns, Keith Randall and Don and Tina Lombard in Don's '65 Mustang Fastback (*If it has electric wipers it's modern to me. Ed.*). Three other couples chose to cancel out due to the projected storm track. Fortunately for us, and the rest of Virginia, Hurricane Sandy moved slowly northward following the more Easterly track and came ashore in New Jersey with devastating results along the Jersey shore and in the NYC area.

Off we went. A quick sprint out I-66 to Haymarket and we headed South on the scenic and much less hec-

Tour continued on page 3

## *Up Front with the President*



*December 2012*

Dear V-8ers,

It's a funny thing about the month of December. You know it's there waiting, always waiting at the back of the calendar, right there in plain sight. Yet every year it seems to sneak up on us, like, once again, it has this year! Once Hershey comes, the last three months of the year become a blur, especially the month of December.

Some may be sad to see 2012 go, but it really was an enjoyable year! Once again, the NVRG had lots of great fun. We had some top notch programs this year, from learning tricks about adjusting the wheel alignment of your V-8 from Jay Melton to learning about naval mine sweeping from Don Pauley. As program coordinator, Eric Sumner did another outstanding job this year, with promises of even more interesting topics next year.

Keeping us going with some fantastic garage tours this year was Art Zimmerli. Visiting Nick Arrington's garage, the Potters' across the river, and even specialty businesses like Dunlap Woods made the weekends of 2012 go by quickly. And then there's Clem Clement's Train Day which always makes February a bit less gloomy.

Tours are also a huge part of the ongoing great times in the NVRG. Hats off to Keith Randall, Jim Labaugh and Don Lombard for a great April Poker run, as well as Don Lombard (again) and Bill Simons for a fantastic Fall Tour. Even the threat of Hurricane Sandy failed to spoil the tour.

Although weather and power outages conspired to postpone the July Picnic at Art Zimmerli's farm until August, which in turned pushed Hank Dubois' August Drive-In Movie overnight tour until September, things worked out well and all who attended had a blast!

Then it was Hershey, followed by Thanksgiving and here we are. As I always do at this time of the year, I reflect back and never cease to be amazed about this Regional Group. Our members are enthusiastic, knowledgeable about a myriad of interesting topics, willing to get involved, as well as fun and friendly.

While I don't doubt for a minute that other Early Ford V-8 Regional Groups are just as blessed, we can be proud of who we are and what we have done in the past year, knowing that we'll be able to do it just as well, with just as much fun (if not more) next year. As we enter into this holiday season, I, as your president, just want to thank each of you for making the NVRG so much fun to be a part of. So enjoy the season and please have a Happy Hanukkah, a Merry Christmas and a wonderful holiday.

See you in 2013!

*John*



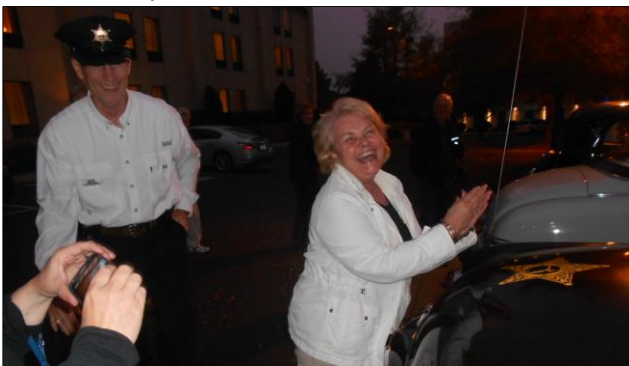
Tour continued from front page

tic US 15, joined US 29 and cruised South to our first stop in Culpeper for lunch at [Foti's](#), a charming European inspired restaurant located in the historic downtown area. Moving along Main and then Davis Streets there was no visible evidence of 2011 earthquake that rattled the area. The owner's of Foti's, Frank and Sue Maragos, are both alums of The Inn at Little Washington and we all enjoyed a variety of delicious meals prepared with locally sourced ingredients.



Bill Simon's Tudor looks right at home parked in Culpeper's historic district.

After lunch we headed out of Culpeper on scenic VA 522 en route to Mechanicsville and our first night's stop. The skies threatened but held off. How much longer would our luck last? Along the way we passed through Mineral, epicenter of the 2011 earthquake, and continued on to our motel. After a little rest and sprucing up our group headed over to [Calabash Seafood](#). However, before we departed the motel, a notorious criminal was apprehended right before our eyes!



Sheriff Jim slapped the cuffs on Veronica Johnson. You don't see this on your average V-8 tour. She was still talking about it the next day.

Upon arrival at Calabash's we met Bill and Sylvia

Tindall; Wayne and Joyce Handy; and Otey and Judy Pemberton from the Richmond RG, who joined us last year on our tour to Grave's Mountain Lodge.



The bright lights are from the football stadium across the road.

Calabash's offered a huge variety fresh seafood and Italian favorites for our dining pleasure. The restaurant is named after a particular style of preparing seafood attributed to the town of Calabash, NC. I always associated Calabash with Jimmy Durante and "Goodnight Mrs. Calabash, no matter where you are." Actually, there is a connection. Allegedly (according to Wikipedia), Durante and his troupe had stopped to eat in Calabash. He was so taken by the food, the service, and the chitchat he told the owner that he would make her famous. Since he did not know her name, he referred to her as "Mrs. Calabash".

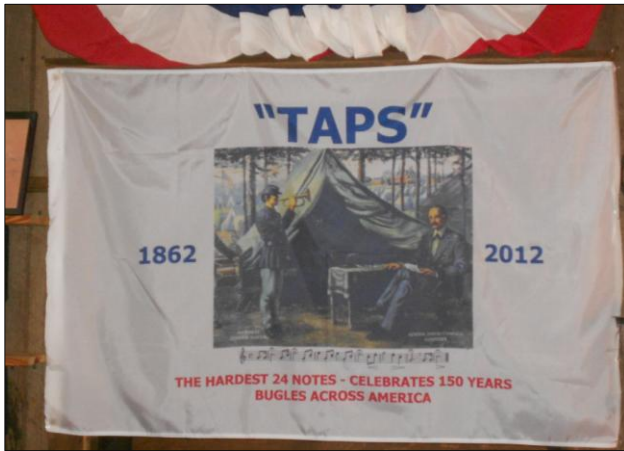
Leaving the restaurant we were greeted by a huge crowd leaving a high school football game across the street and some sprinkles. Eventually, the hardy V-8ers among us tucked their trusty steeds in for the night and we headed off to bed hoping the weather didn't worsen.

Saturday dawned dark and dreary and the rain/sprinkles seemed to have stopped, but Wayne and Jane Chadderton decided they'd be wise to head home and tend to their sailboat over in Deale, MD. Wayne made a good case that it's lots easier to remove the sails when it's not raining and blowing 40 or 50. After breakfast we quickly found our way over to VA Route 5, a beautiful route that runs basically parallel to the north bank of the James River. Along the way we passed [Shirley Plantation](#) before arriving at our destination, [Berkeley Plantation](#). This historic plantation was the ancestral home of two presidents and the family name isn't Bush, Roosevelt or Adams. [Hint](#): the first president from this family became our ninth president in 1841, but served only 32 days in office before dying of pneumonia. His grandson became our 23<sup>rd</sup> president in

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1889 but was not re-elected in 1892. Berkeley, according to Wikipedia again and the plantation's website, is the place where "TAPS" was first played in 1862 by a Union bugler. Within months it was being used by both Union and Confederate forces.



A banner in the Gift Shop celebrates the 150<sup>th</sup> anniversary of TAPS.

A much more dubious claim of Berkeley is that the first Thanksgiving held in the "New World" was celebrated at Berkeley Plantation on December 4, 1619. Berkeley's charter required that the settlers give thanks upon their arrival at their destination in the colony. Those of us who were raised in New England know that the first true Thanksgiving was actually held at Plimouth Plantation in 1621 when the Pilgrims gave thanks for surviving their first winter in the New World and for their bountiful first harvest. But I digress.



Our guide explains the history on Berkeley Plantation including the Civil War cannon ball lodged in the brickwork.



NVRG V-8s in front of the Berkeley Plantation great house.

Departing Berkeley for our lunch stop across the James River in Surrey, we continued along Route 5 to the Jamestown Ferry, passing the [Westover](#), [Evelynton](#) and [Sherwood Forest](#) plantations along the way. To say that our V-8s drew a lot of attention during the 30 minute ferry crossing would be an understatement.



Jim's Cruiser always draws a crowd.

Lunch was at the [Surrey House](#), a restaurant several of us had eaten at before; years ago during our annual fall tour to the Williamsburg area. Not much has changed – they still serve peanut raisin pie and a killer apple fritter ala mode for dessert! The weather was still dark and overcast and the forecast wasn't improving. Still no rain but John, Shelly, Art and Veronica decided they'd better start heading home since the Johnsons had to leave for Rochester, NY on Sunday and the prospect of driving at night on Sunday, in possibly torrential rain, didn't seem like a good idea – smart folks.

The rest of us headed back towards Mechanicsville passing by a number of significant Civil War battle sites including [Cold Harbor](#), [Gaines Mill](#) and [Chickahominy Bluffs](#). Later that evening we all grabbed a quick bite at a Ruby Tuesday's within walking distance of our motel.



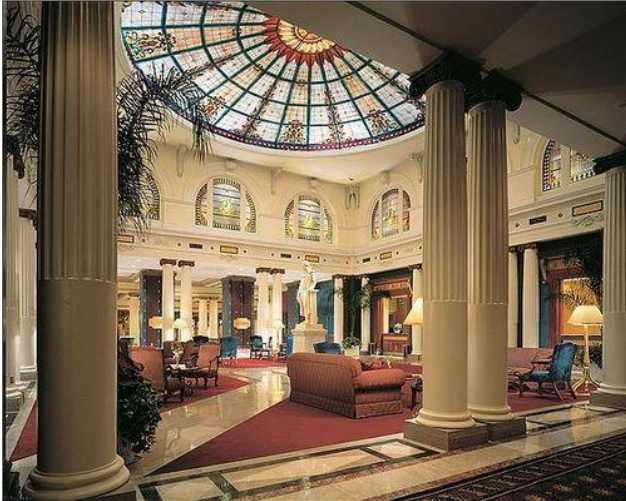
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By Saturday night this is all that remained of our tour group.



Tour continued from previous page

Sunday morning dawned (you can certainly fill in the blanks by now). Our planned tour of the magnificent Hollywood Cemetery in Richmond had been cancelled due to the weather but our scheduled brunch at the opulent [Jefferson Hotel](#) in Richmond went on as scheduled. Sylvia Tindall made arrangements through a friend for us to have brunch in our own private room in the hotel's Lemaire restaurant. Unfortunately, Sylvia was under the weather (bad pun, huh?), but Bill greeted us in the lobby and proceeded to give us an informal walking tour of this historic hotel which first opened in 1895.



The magnificent lobby with its marble statue of Thomas Jefferson.



Our own private room for breakfast.

Our brunch featured some of the usual omelets and egg dishes but the pancakes were different – Red Velvet Pancakes with Strawberries Romanoff. Although the venue and the food was wonderful we still were mindful of the weather – still no real rain but it certainly continued to look threatening so we said our good-byes and headed North towards home.

✚ High point of the tour was to enjoy the company of other NVRG members over the weekend and to also renew ties with folks in the Richmond RG.

✚ Low point of the tour was the always ominous

sional sprinkles and dark and brooding skies kept most of us thinking about the weather. I guess we've been spoiled by the magnificent weather and fall foliage in years past. In hindsight, what's a little rain compared to the horrible devastation Sandy brought to the Jersey shore and New York City?

✚ Oddest thing to happen – the peep mirror on Bill Simons' '34 Tudor fell off somewhere en route to Berkeley Plantation. Unbeknownst to Bill the screw backed out of back of the mirror, fell on the running board and stayed there until we arrived at Berkeley. The mirror head however departed somewhere along the route, never to be seen again.



✚ Mechanical issues – besides the mirror's escape, the V-8s performed admirably. Leo had an issue with the overdrive in his Merc but nothing that kept him off the road and Bill had a minor electrical problem that was quickly diagnosed and fixed. What more could you ask for?

✚ Biggest regret – I didn't take the Woodie. As it turned out, the weather threatened all weekend and we had a few sprinkles here and there but there was never any sustained rain. That's twice in October I left the Woodie at home because of the weather. Of course, it was the right decision for the Armed Forces Retirement Home Show as you will recall from the article in last month's Valve Clatter.

✚ Biggest accolades – whether you toured with us or not, we all owe Don Lombard and Bill Simons a huge debt of gratitude for all the thought, time, travel and effort they put into planning our Fall Tour. It's folks like them that make the NVRG what it is: one of the premier Early Ford V-8 Regional Groups in the country. Hats off to you guys!

**Iron Men in Wooden Ships**

By Cliff Green

Captain Don Pauly, USN (ret) spoke of his experiences with minesweepers that fascinated the full house of NVRG members. He was in command of a Woodie that would not trigger magnetic mines. Yes, wooden ships made of Douglas Fir, with all the metal parts, like engines, appliances, hardware, galley equipment made from non-magnetic materials. The magnetic prohibition was carried out to the extent that canned goods were stored in a special locker. The ships would be checked for magnetic signature every six months and something as small as a tool box could be detected.

of wood.



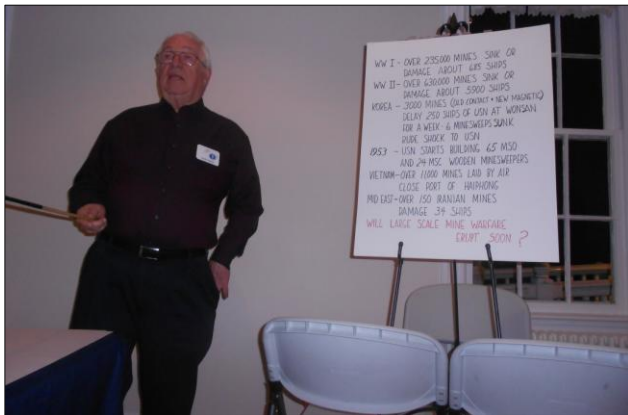
This picture of the USS Dash under construction clearly shows the ship's wooden hull.

Don used flip carts that he made to help with his lecture as he continued describing the history of mines – “The weapon that waits.” Mines are very low cost relative to the damage that they cause. Mine sweeping is usually neglected until there is a crisis.

During the Civil War the Confederates sunk 27 Union ships with mines. They were called torpedoes in those days, as Admiral Farragut said in Mobile Bay “Damn the torpedoes, full speed ahead.” Fortunately most of the torpedoes were duds.

During WW I, 685 vessels succumbed to mines – 5,900 in WW II. During the Korean War 6 mine-sweepers were lost. Don said that 250 Allied ships were delayed at Wonsan for a week until the mines were swept. During the Vietnam War, Haiphong Harbor was closed by aircraft and subs laying 11,100 mines.

During recent conflicts in the Persian Gulf, 34 ships have been damaged by mines including the USS Roberts (FFG-58) which was almost sunk by a 1908 Russian mine.



Don briefs us on the use of naval mines from WW I to the present day.

Don was commissioned in 1957 and served two years aboard the USS Shea (DM-30), a WW II destroyer converted to a mine layer. He was then transferred to the USS Pilot (AM-104), a 1,200 ton sweeper with a steel hull. He left the Navy and worked for the Ford Motor Company. (His experiences at Ford's Buffalo Assembly Plant were described in a previous talk).

The Navy commenced to build mine sweepers with wooden hulls and needed experienced officers to man these new ships. Don went back on active duty and was given command of the USS Dash (MSO-428) (750 Tons and 171 Feet LOA) where he served three years while a Lieutenant (O-3). The vessel had a max speed of 15 knots, but was rarely pushed that hard. He crossed the Atlantic Ocean four times in that ship at ten knots and impressed upon us that it was “rough riding” – such that you wore belts to keep you in the bunk!! It had no A/C, IMC, emergency power, ship's store or pay master. And the ship was vulnerable to engine room fires! Never a good thing on a ship but especially bad in one constructed



USS Roberts in dry dock after being damaged by a mine in the Persian Gulf. The 1908 mine nearly sunk the modern US Navy frigate.

Don told us that there are numerous types of mines available on the open market today to any country (and maybe some non-state entities as well):

- Contact , floating but moored

Sweeping continued on next page



**Sweeping** continued from previous page

- Acoustic, moored or bottom
- Magnetic
- Pressure, bottom
- Combination, bottom

Captain Pauly described how to sweep these mines to create a path for vessels to follow:

- Sweeping proper, with an underwater cable cutting the mooring cables of floating mines. The mines coming to the surface are then destroyed by gunfire.
- Acoustic sweeping, with a towed device producing noise to trigger acoustic mines.
- Magnetic sweeping, with a towed device producing a magnetic field to trigger magnetic mines.
- No acceptable method yet to sweep pressure mines – hunting with robots is in the future.

Don closed his presentation with a sea story. One of the advantages of the USS Dash was its ability to make a port call at small harbors. He received orders, while in Chesapeake Bay, to make a port call to Richmond!!! He had to send his quartermaster ashore to buy charts of the James River. The channel was so narrow that he had no ability to turn around. This was the first Navy ship, and the last, to visit Richmond. 4,000 people visited the ship over the weekend and the crew was treated royally.



USS Dash underway.

In closing Don gave an example of how unreliable the non-magnetic engines were in the Agile class minesweepers (USS Dash was an Agile class sweep). Of the five that crossed the Atlantic together, escorted by an LST with fuel, three had to be towed because their engines failed.

Captain Pauly was thanked for his presentation with a big round of applause from the entertained members.

## NOVEMBER GARAGE TOUR

### Randall's Ramblings – Bill Potter's "Big Top" Tour

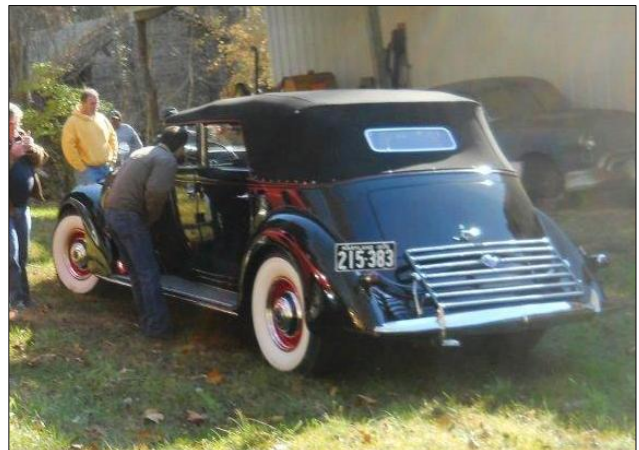
*By Keith Randall – photos by Clem Clement & Editor*

On Saturday, November 17, John Sweet, Dave Westrate, Ken Burns, Clem Clement (and his Model A buddy Benny Leonard), Hank Dubois and I gathered at the usual Fair Oaks meeting place for a caravan to Bill Potter's "Big Top" for a garage tour. Ken drove his '41 Woodie with Hank riding shotgun and Clem his '39 Ford Pickup with Benny manning the same position for him. Ken led the group around the Beltway and over into Maryland, never missing a turn. After arriving at Bill's we were joined by John Ryan, Leo Cummings, Art & Steve Zimmerli, Steve Groves, Mark Luposello, Rick Parker, Ray Lambert, Don Pauly and Andy Koerner.



Some NVRG members head past Clem's Pick-up and Ken's Woodie on their way to the "back forty."

Rick displayed his '36 Lincoln Convertible Sedan, Ray his '51 Ford F-3 and there was a nice '40 Ford Standard Tudor whose owner I wasn't able to identify. If I missed mentioning anyone else it's because I was definitely in another world looking over all the really neat stuff in Bill's garage. It was a great turnout of NVRG members and guests on a clear, crisp morning.



Rick's '36 LaBaron-bodied Convertible Sedan always draws a crowd.

**Big Top** continued on next page



Ray's '51 F-3 sits next to Clem's '39 at the restaurant.

This was my first visit to Bill Potter's "Big Top" and I didn't really know what to expect. However, some 25 years ago I was part of a Smithsonian sponsored old car tour that included his dad, Buzzy Potter's place. Well, I was not disappointed! As they say, "Like father, like son." Bill has an absolutely amazing collection of motorcycles, cars and memorabilia.

As a 40+ year motorcycle rider I was in awe of the collection of early Harley-Davidson and Indian motorcycles. On display was one of the oldest motorcycles I have ever seen, a 1903 'Thomas Auto-Bi' or 'Auto-Bike'. It was the creation of E. R. Thomas of Buffalo, NY. E. R. Thomas was one of the first manufacturers in the United States to mass produce motor driven cycles. The Auto-Bi had a 422cc single cylinder engine, wood wheels and handlebars and leather drive belt. However, E. R. Thomas is best known for the 'Thomas Flyer Touring Car' that in 1908 won the 22,000 mile New York to Paris Race (aka "The Great Race").

Bill also has rows of shelves containing motorcycle parts of all kinds. There are engines, frames, wheels and even a dozen or so vintage motorcycle seats.



Steve Zimmerli with just part of Bill's vast motorcycle collection in the background.

As proof of the Bill's continuing appreciation of motorcycles, there were two shiny late model Honda 6 cylinder Valkyries parked next to the building's entrance ready for the next sunny day's outing.

Of course, I didn't overlook the cars. The early V-8 Fords included a '34 Dual Windshield Phaeton, a '34 Five Window Coupe, and a '32 Three Window Coupe. In a warm corner of the building is where Bill is building his "Old School" '32 Ford Roadster. Buzzy Potter's '28 Lincoln was on display as well. Two early '60's Mercury Comets (a Caliente and a Cyclone) and Oldsmobile Rocket 88 Convertible were hard to miss as well.



This '50 Olds Rocket 88 Convertible looks ready to hit the street again.

Then, there were all the cars lined up outside the garage that included more Oldsmobile Rocket 88's in one place than I had ever seen. The Oldsmobile Rocket 88 was a really fantastic and desirable horsepower car in the early '50's. The Rocket 88 featured a high compression overhead valve V-8 with 303cid and 135hp. It was quite a bit lighter than the rest of the Oldsmobile line and has been described as Detroit's first high volume muscle car.



Keith checks out a vintage 1 ton chain fall. The green object in the lower right corner of the picture is a '50s vintage Olds "see-thru" hood dealers used to showcase the newly-introduced OHV Rocket V-8. Beyond the hood is a rack of vintage motor cycle wheels.

Some of the other really neat items I saw includ-

Big Top continued on next page



**Big Top** continued from previous page  
ed an early Spark Plug Servicing Machine, vintage running board gasoline & oil cans with logos from the teens and twenties and lots of signage from back in the days of early motorcycle and automobile motoring. What a great way to spend a Saturday morning!

Long before I was ready to leave, Art Zimmerli was making the assemble and depart announcement for the drive to the planned lunch stop at J. Gilbert's Restaurant in McLean, VA. Ken, Clem, Rick and Ray led the way in their club vehicles and the rest of us trailed along in our modern cars. Of course, the old car conversations continued over a great lunch. Those of us seated at the table with Bill Potter were treated to even more details of the history of the Potter Collection.

Many thanks to Bill and Buzzy Potter for sharing their treasures and history with us. Yes, Bill had arranged for his dad Buzzy to be there too. It was great to have an opportunity to chat with Buzzy. The coffee and donuts were an unexpected treat too!

### The Rust & Dust Tour

By Bill Potter

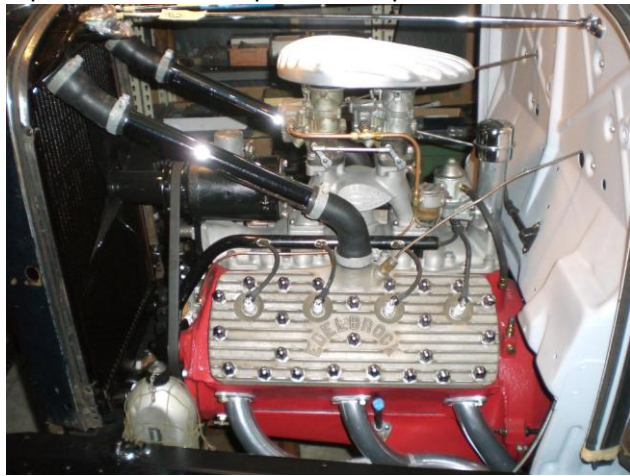
I woke up early Saturday morning and headed to the local Duncan Doughnuts for coffee and sweets in preparation for the club stopping by for a little tour.

Considering that it's now November, the weather was picture perfect with seasonal temperature, abundant sunshine and no wind. Counting a couple of my neighbors who are old Ford enthusiasts, I would say we had about thirty or so people visit the collection. It's hard to believe that it's been four years since the NVRG came across the river for a garage tour but I think I've made at least SOME progress on my '32 in all that time. I'm recreating a '32 Ford Hot Rod like a returning serviceman from WWII would have built in the 1940's.



Bill's '32 Roadster (complete with 1947 California tag) body waits to be dropped back on the frame.

It's got several pieces of unique speed equipment from the period so it's also like a tribute car to the speed industry pioneers. Jim Rhea built a 3/4 race motor for it and I hope to fire it up before Christmas. I can't wait to finish it and drive it so I can experience what the pioneers experienced.



Ported, relieved, stroked & bored.....and more!

Like I said, it was a nice day so several members drove their old Fords, including Rick Parker in his stunning 1936 Lincoln K. These were elegant, stylish and expensive automobiles that Ford produced in limited numbers back in the Art Deco period prior to the war. Most, if not all of these amazing classics were fitted with custom bodies by all of the prominent coach builders of the day. Rick's car is a rare convertible sedan with coachwork by LeBaron. In my opinion LeBaron was the grandest of the grand.

The old family Bonneville; the '28 Lincoln and the Bantam roadster, along with several rusty flathead Harleys on the ground floor all belong to Buzz - everything else I picked up over the years. This past October was my 49th Hershey (I missed 1971 because I was in Viet Nam), but I never missed a spring or fall Carlisle. Call me weird, but it's a lotta fun being a pack rat.



Bill drove the '34 5 Window in high school. Next to it is a '32 3 Window; in front of that is a '32 V-8 engine on display and finally there's Buzzy's '28 Lincoln.

**Big Top** continued on next page

**Big Top** continued from previous page

After a fast two hours spent checking everything out we traveled back across the river to J. Gilbert's in Mclean for a very satisfying lunch with an extra helping of camaraderie.

I would like to thank my 95 year old father, Buzz Potter, for summoning all of his strength to make it down and a big thanks goes to my son Brian for making it happen. Pop really enjoyed visiting with some of his long-time V-8 buddies.



Clem greets Buzzy in a warm corner of Bill's shop where the '32 Hi-Boy Roadster is under construction.

I would also like to give a big thanks to Art Zimmerli for putting the tour together and suggesting such an accommodating restaurant.

Thank you all for coming.

### CELEBRATING 75 YEARS OF THE 1937 FORD

NVRG members may not own a lot of 1937 Fords and Lincolns, but what we lack in quantity we more than make up for in quality. Check out the vehicles and the NVRG members who own them.



Lin Bourne – 1937 Ford Pick-up



Bob King – 1937 Ford Fordor Sedan



Colin Spong – 1937 Lincoln Zephyr Fordor Sedan



Colin Spong – 1937 Lincoln Zephyr 3 Window Coupe  
Not shown is Jim Eberly's 1937 Ford Coupe.

Celebrate continued on page 14

### NVRG E-MAIL BAG

By Colin Spong

Matford was formed in September 1934 as an alliance between Ford France and the old established firm of Mathis who were in Strasbourg. In the past they had been one of the largest car makers in France but like so many others found that there just were not enough car buyers. Many of the old established French car makers were still clinging on but with falling sales and increasing costs their time was running out. Given this situation it made good sense for some of the old companies to amalgamate or at least co-operate with each other. The car at Hershey was definitely a 1939 model. The 1939 Models were very similar to the 1938 design and difficult to distinguish. The radiator grille has a fewer number of thicker horizontal slats and the three bright (stainless steel?) slats are no longer used. The louvers in the hood sides have been eliminated. A teardrop shape "Matford" badge (just like a Lincoln-Zephyr) was on both hood sides but no longer on the radiator grille. For 1939 Ford at last introduced

Mail Bag continued on next page



**Mail Bag** continued from previous page  
hydraulic brakes but the Matford continued to use Bendix mechanical brakes.

There were two basis types, the V8-F92A with the 13CV, 2,225 cc engine (60hp in US terms) and the V8-F91A which had the more familiar 21CV, 3,621 cc (85hp in US terms) Within these types there was the choice of four door sedans and convertible cabriolets in addition to a chassis for commercial bodies. It seems the Matford did not have ability to press their own bodies, therefore, the sedan bodies were built by Chausson who also supplied bodies to other small manufacturers in addition to manufacturing radiators for the auto industry.

The convertible cabriolets were built by another other coachbuilder, Antem of Courbevoie and offered 2/3 seat and 4/5 seat versions.



1939 Matford brochure showing the convertible cabriolets with coachwork by Antem.

The car that we saw at Hershey does not appear to have standard coachwork and is most likely the work of one of the Parisian *carrossiers* who flourished around the Courbevoie/Levallois area of Paris in pre-war times. It is known that Paul Nee and Kelsch of Levallois and Charles Duval of Boulogne-sur-Seine all built custom bodies on Ford chassis among others. The style is similar to that of Letourneur & Marchand who normally built for the very top quality, expensive makers so it is difficult to believe that they would entertain having their coachwork on a Ford chassis. Perhaps another coachbuilder simply copied their design.

### My Movie Car

By Tommy Harper

This picture was taken on the "Wish You Well" movie set in Giles County. The lady standing next to my car is the actress, Ellen Burstyn. My car, with me driving, is scheduled to be in the movie; if they do not cut out the scenes.

Have a safe day!



Actress Ellen Burstyn with Tommy's '35 Standard Tudor during filming.

Editor's note: "Wish You Well" is based on a book by best-selling author David Baldacci and is set in the mountains of Virginia in the 1940s.

## A BIG THANK YOU FROM YOUR EDITOR

It's that time of year again when I want to take a moment and thank all the folks who contributed to the Valve Clatter in 2012. Since there's always a chance I'll miss someone let me apologize in advance just in case my record keeping isn't as thorough as it should be. So here goes anyway:

Hank Amster, Nick Arrington, Lin Bourne, Jane Chadderton, Wayne Chadderton, Clem Clement, Rob Doudrick, Hank Dubois, Jim Edison, Connie Francis, Joe Freund, Barry Frise, John Girman, Jim Gray, Cliff Green, Ken Gross, Dave Gunnarson, Von Hardesty, Tommy Harper, Jason Javaras, Bob King, Jim Labaugh, Mark Luposello, Jim McDaniel, Jim Nice, Rick Parker, Allen Ponton, Bill Potter, Trevor Poulsen, Keith Randall, Susan Randall, Tim Romans, John Ryan, Tom Shaw, Bill Simons, Colin Spong, Eric Sumner, Nate Sumner, John Sweet, Dave Westrate and Steve Zimmerli.

Wow, that's a lot of folks (41 to be exact) who helped me in some way during the past year. If you haven't sent me something yet, don't despair, there'll be plenty of opportunities in 2013. Don't worry if you aren't computer savvy – I can cut and paste from your email, key from paper copies or scan your pictures. If you send stuff electronically don't worry about formatting because I'll do that as well. I'm sure all of you have something that's worth sharing with all of our NVRG members. Why not give it a try?

## 2013 NVRG CALENDARS ON SALE NOW!



All new and they're go fasting! 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 Holiday Gala on December 1<sup>st</sup> or at our January meeting on January 8<sup>th</sup>.



Congratulations to your Regional Group for reaching the milestone of 35 years. It is not only great to see your club so active, but it was a pleasure to participate in your club's national meet in 2007. My wife and I especially liked the trip to the Air and Space Museum. She said the logo design for that meet was her favorite.

Again, my best wishes on your groups accomplishment. Keep up the great work!  
/s/ Dave Collette – National Director, Mid-Atlantic Region, Early Ford V-8 Club of America





**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 1/16<sup>th</sup> bore. \$250.00. Dave Westrate, Oakton VA, 703-620-9597 or [dlwbaw@aol.com](mailto:dlwbaw@aol.com)



**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



**For Sale** – 1949-50 overdrive transmission - fits passenger cars (not convertible or station wagon). Includes control cable, new-in-box kickdown switch, and driveshaft – no wiring harness although old harness partially there. \$185 – located in Northern Neck. **Richard Thompson**. 804-453-4528 or

[AATNNECK@GMAIL.COM](mailto:AATNNECK@GMAIL.COM) 12/12



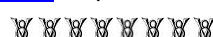
**WAKE UP YOUR ENGINE!** '37-'40 owners – I rebuild distributors using NOS 11A shaft and weights for a better advance curve. Better starting, improved acceleration and slightly better mpg. Cleaned throughout, lubed and precisely timed. Prices vary accord to parts needed - \$85-160, without caps and coil. References plus money back if not satisfied. I can rebuild 32-36 also with the original weights. **Cliff Green** 703-426-2662 or [cliffgreen@cox.net](mailto:cliffgreen@cox.net) 12/11



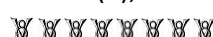
**Wanted** – Four matching (five preferred) 15" steel wheels to fit 1951 Ford. Want to re-mount my radials for my trip to the Western Meet in Tahoe but also want to keep my bias-ply tires mounted. **Jim McDaniel**, 202-409-4459(C) or [jim.mcd@cox.net](mailto:jim.mcd@cox.net). 12/12



**Wanted** – 1935 Front Perch Bolts – **Nick Arrington** - [nta1153@verizon.net](mailto:nta1153@verizon.net) 11/11



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



**Wanted** – '49-51 Mercury 10 inch clutch parts (Borg & Beck flywheel, disk & pressure plate). 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** [john@ryanweb.com](mailto:john@ryanweb.com) or 703-281-9686 (H) or 301-469-7328. 12/12



**Automart** continued next page

**Automart** continued from previous page  
**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

**DUES ARE DUE!**



NVRG 2013 dues are payable by December 31<sup>st</sup> and remain at \$15 for one year. It's easy 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 Holiday Gala.
- ✚ **Reminder – 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 NAME TAGS**



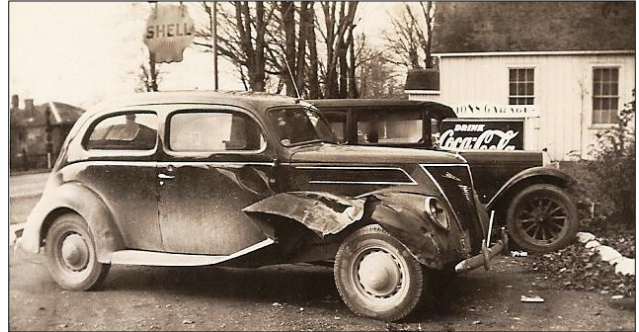
Need a NVRG name tag for you and/or your spouse? Contact Dave Westrate ([dlwbaw@aol.com](mailto:dlwbaw@aol.com) or 703-620-9597). Price TBD based on number ordered.

**Celebrate** continued from page 10

And now for a few 1937 Fords that probably don't exist today.



This Coupe looks like it got T-boned – maybe someone made it into a stock car – in any event, I don't think it survived until today.



This Standard Tudor slantback might have been repaired and put back on the road – a new fender and running board and maybe a little body work on the door – good as new.



I don't think this slantback Tudor ever made it back on road. That right front tire looks like it was pushed back into the cowl – never a good sign. Where were they headed with the suitcase?

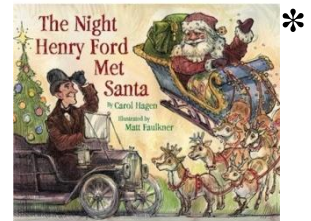


This formerly beautiful '37 coupe certainly has seen better days. It looks like both left fenders survived the rollover but the body sure was tweaked all out of shape. Wonder if it was towing something when the accident occurred?





# NVRG Calendar



<u>December</u>	
1	<b>Annual Holiday Gala – Country Club of Fairfax</b> – One of the holiday season’s highlights.
8	<b>Ken Gross/Al Mason Garagapalooza</b> – caravan departs Fair Oaks Mall at 8:45 AM. Contact Ken Gross ( <a href="mailto:rrroadster@earthlink.net">rrroadster@earthlink.net</a> ) if you plan to do the garage tour and more importantly if you will be going to lunch afterwards at <a href="#">Magnolia’s</a> in Purcellville.
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: Show and Tell</b> – this perennial favorite kicks off another year of great programs – here’s the perfect opportunity to share your latest treasure with everyone – <b>Refreshments:</b> Bill Simons
19	<b>Triple the Fun Garage Tour</b> – caravan departs from Fair Oaks Mall – time TBD – lunch to follow – 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>
<u>February</u>	
12	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program: Clem Talks Trains (and maybe a few other things)</b> – Refreshments: TBD
24	<b>Annual Old Cars &amp; Train Day @ Clem &amp; Sandy Clement’s</b> – 12 noon to 5 PM – a great family tradition. More details to follow.
	<b>Garage Tour: TBD</b> Contact Art Zimmerli at 703-323-1774 or <a href="mailto:viewtown@cox.net">viewtown@cox.net</a> .
26	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library. All members welcome to attend.
26	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



March – AACA Sugarloaf Mountain/Frederick Swap Meet has moved to [Carroll County Agriculture Center](#), Westminster, MD.

April – Annual NVRG Poker Run

May – NVRG/Fairfax City Car Show

\* Did Santa help Henry Ford develop the assembly line? Find out in [The Night Henry Ford Met Santa](#) by Carol Hagen (author) and Matt Faulkner (illustrator).



**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

**Remember – No Meeting in December!**

See you at our first meeting of 2013 on January 15<sup>th</sup>, 7:00 PM at the Hunter House, Nottaway Park, Vienna.



**FIRST CLASS MAIL**

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