

Northern  
Virginia  
Regional  
Group



# Value Clatter



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

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

Volume XXXV, No.3

March 2013

Ken Burns - Editor

# TRAIN DAY

## Clem & Sandy's 40<sup>th</sup> Train Day

Pictures by Wayne Chadderton, Jim Gray and Editor



Hard to tell who's having more fun – the kids or the adults. One thing for sure though, the cupcakes in front of the ginger bread train were popular!

## 40<sup>th</sup> Annual Old Car and Train Day – February 24, 2013

By Wayne Chadderton

The heavens were with us and produced a great day for the 40<sup>th</sup> Annual Old Car and Train Day at Clem and Sandy Clement's house. The day provided a great turn-out of both old cars and train enthusiasts. (the NVRG, the Model A Club, the Packard Club and the National Capital Trackers). NVRG members attending with cars were Ken and Helen Burns with their '41 Woodie, Leo and Kathy Cummings with his '50 Mercury Monterey, Paul Malandrino with his '32 highboy street rod, John and Shelly Sweet with their '46 Lincoln Continental Convertible and Jane and I with our '34 Fordor; also in attendance were Dave Gunnarson, Rick Parker, Keith Randall and Steve and Art Zimmerli. Along with members' cars there was a great turnout of Model As, a mid '50s VW Beetle, an Avanti and a great looking '40 Packard; by mid afternoon enough had cars arrived that parking was becoming an issue.

Most everyone brought either a dessert or finger food. This definitely was not a day to start a diet.



John Sweet, Helen Burns, Rick Parker and Shelly Sweet catching a breath of fresh air on a beautiful day.



Clem's '39 Pick-up has a new roof ornament.



Keith Randall, Shelly Sweet, Jane and Wayne Chadderton relax outside.

Trains continued on page 3

## *Up Front with the President*



*March 2013*

Dear V-8ers,

One of the things that helps any organization grow and thrive are ideas. Recently, Clem Clement offered up a few great suggestions borrowed from his Model A club. These were the possibility of taking part in a Small Parts Repair Day and an ad hoc Breakfast gathering at a local diner. Both are great ideas and we're going ahead to make them happen.

The first is a plan for a Small Parts Repair Day that will held on April 27<sup>th</sup> in conjunction with the Model A club event in Maryland. The goal of this event is to allow you access a shop and a bevy of knowledge and expertise to help you repair and work on any small parts project you may have. So, if you've been putting off that repair to your generator, or if you are looking for encouragement regarding the rebuilding of that fuel pump, this will be the event for you. While the nitty-gritty final details are still being worked out, please see the invitation from Clem and the George Washington Chapter Model A Club on page 14.

Closer to home, and happening the first week in March is a breakfast gathering at the The Silver Diner located at 12251 Fair Lakes Parkway in Fairfax on Thursday, March 7<sup>th</sup> at 9:00 AM. This low key event is designed for you to just come and have fun. Enjoy breakfast, hang out, talk cars, and maybe kick a few tires if the weather is nice enough to allow you to drive. If you haven't seen the emails on this one, check your inbox again! We plan on making this a regular event, so if you can't make this one, don't worry, they'll be another.

Both of these suggestions are great, but I'm sure they're not the only ones. If you have an idea for an event or something for the club to do, please let us know! This is your club and we want to be sure that you have ample ways to use your car and have fun. Our coordinator Art Zimmerli is always looking for ideas and new ideas are always a good thing.

In addition to his great suggestions, many thanks to Clem and Sandy for another great Train Day. Stunning weather, lot of cars, trains, and people meant that it was a wonderful way to spend a Sunday afternoon. Thanks again to Clem and Sandy for hosting what has become one of the most anticipated events of the year. Finally, coming up on Saturday, March 23<sup>rd</sup> is a visit to Sterling Hot Rods. Check out the details on page 15 and see you there!

Have fun and see you on the road . . .

*John*

Trains continued from front page

Wow! For a first timer that walk up the steps to the large room over the garage revealed an extraordinary display of trains along all the walls bordering the train layouts that Clem has accumulated over the years. Quite a few of his fellow Trackers from National Capital Trackers were there to help. They do the annual Christmas train display around the National Christmas Tree on the Ellipse. Clem's talk gave us a great overview of the various brands and models from the USA along with various other trains from England and Russia. He still has his very first train set.



Clem shows us the first train set he ever got as a child – a 1940 Lionel 201 (the number on the locomotive cab) train set and...



As seen in the 1940 Lionel catalog. That \$70 train set cost his parents the equivalent of about \$1,000 in today's dollars.



Clem also has the first Standard gauge train that his Daddy bought for him shortly after WWII.

Clem said he is becoming more interested in trains which are handmade instead of those produced by companies. One of his handmade models is that of a Long Island RR passenger car. Clem would like to find out who build it and why: did they work on the line, did they ride it every day or did they see it pass by every day? He owns the most complete set of Shell tanker cars in the world. One

that he displayed to the group was a flat car with a clam shell and a small military tank. He is also into serious research on the age of various trains and train accessories. He recently was able to trace back thru the 1930s that a certain company that made train track switches changed from screwing in a turn signal control; to eliminating the screw but not the hole; to later totally eliminating the screw and hole. He commented that he suspected they could increase sales if the control knobs where lost.

I had him look over Jane's American Flyer engine and coal car from the mid-1940s. He suggested a few maintenance items which he would do on it if we brought it back another day. We intend to do that.



Jane Chadderton's nicely preserved American Flyer locomotive and tender (I wish my childhood trains had been so gently loved! Ed.).

Thanks for the great experience Clem and Sandy.

## Clem & Sandy Clement's 40<sup>th</sup> Annual Old Car & Train Day

By Jim "Half a V-8" Gray

Sunday February 24, 2013 will be remembered for many things: Danica Patrick's 8<sup>th</sup> place finish in the Daytona 500; the selection of *Argo* for Best Picture at the 85<sup>th</sup> Academy Awards; and most importantly, Clem and Sandy Clement's 40<sup>th</sup> Annual Old Car and Train Day.

As in years past, preparations for this year's big event began many weeks before the big day.



Clem & Dan Danielson prep engines.

Trains continued on next page

Trains continued from previous page



Ed Fulginiti cleans the track.

And as always, the most important aspect couldn't be predicted: the weather. But just as for last month's Trifecta Garage Tour a few weeks ago, the weather was not just good, it was spectacular. After a soggy Saturday, the sun broke through early Sunday, the winds calmed and the temperatures rose into the mid-50s. With rapidly drying sod on either side of the driveway, Clem, Glenn MacKinnon, James Hall and I parked Clem's '29 Packard, '39 Ford Pickup, and '30 Model A Cabriolet, and my '31 Model A Coupe along the drive. Glenn, James and I took "The Gray Lady" around the block a few times just to make sure the grease got warm and the oil got churned; boy those manual brakes take some leg power!



Jim Gray & James Hall take Clem's "Gray Lady" out for a spin.

The spectacular weather brought out a splendid assortment of cars. At any one time you could find up to 15 cars on either side of Clem's drive. Clem's Packard was joined by Tom and Clare Brooks' 1940 Super Eight Convertible Coupe. Our Model As were joined by Dick John's '30 Cabriolet; Chuck & K.K. Kunstbeck's '31 Coupe; and Benny & Sharon Leonard's '30 Tudor.



Whatta' Day!



Jim's grandkids, Atticus & Hazel, on lunch break.



Leo Cummings' '50 Mercury Monterey Tudor yawns.



Jim Gray, Tom Brooks & his '40 Packard.



Trains continued on next page  
"Wing waking" John Sweet's Continental into place.



Ken Burns' '41 Ford Woodie.

Joe Thorpe arrived in the early afternoon in his Black & White VW bug, followed by John Sweet in his behemoth (by Model A standards) '48 Lincoln Continental Cabriolet. The tight spaces required a bit of "wing walkin'" to get him safely parked, but we got him in right next to Wayne and Jane Chadderton's '34 Ford Fordor and across from Ken Burns' '41 Ford Woodie. Later, Ben & Sue Johnson arrived in their Avanti, followed by Paul Malandrino in his '32 Ford Roadster hot rod, and Vern Parker in his mid-century Mercury Station Wagon.



What an assortment! An Avanti, a Ford Tudor, VW bug and a Woodie.

As we were helping Clem and Sandy clean things up, Clem looked at me and said: "What happened?! Just a few minutes ago we were settin' up, and now we're done! And somehow I've got a flat on my Peek-up." So we pulled the flat front tire, put on a modern, and called it a day.

For a quick peek at some of Clem's trains running, you can check out the [YouTube video](#) made and posted by Phil Foss.



This train combines Clem's USAF career and his love of trains! Ed.

FOR THE LADIES

Those who missed the February meeting missed some wonderful home-made treats prepared by Diane Groves. Everyone raved about these chocolate goodies. Thanks to Diane for the following recipes.

**Baker's Fudge-Like Brownies**

- 4 squares Baker's unsweetened chocolate
- ½ cup butter or margarine
- 4 eggs
- 3 cups sugar
- 1 cup sifted all-purpose flour
- 1 teaspoon vanilla
- 1 cup coarsely chopped pecans

Melt chocolate with butter over hot water. Cool slightly. Beat eggs until foamy. Gradually add sugar, beating well after each addition. Blend in chocolate mixture. Stir in flour. Add vanilla and pecans. Spread in greased 9 inch square pan. Bake at 325° for 40 minutes. Cool; then cut. Makes 24.

**Nestlé® Toll House® Cookies**

- 2 ¼ cups all-purpose flour
- 1 teaspoon baking soda
- 1 teaspoon salt
- 1 cup (2 sticks) butter, softened
- ¾ cup granulated sugar
- ¾ cup packed brown sugar
- 1 teaspoon vanilla extract
- 2 large eggs
- 2 cups (12-oz. pkg.) NESTLÉ® TOLL HOUSE® Semi-Sweet Chocolate Morsels
- 1 cup chopped nuts

**PREHEAT** oven to 375° F.

**COMBINE** flour, baking soda and salt in small bowl. Beat butter, granulated sugar, brown sugar and vanilla extract in large mixer bowl until creamy. Add eggs, one at a time, beating well after each addition. Gradually beat in flour mixture. Stir in morsels and nuts. Drop by rounded tablespoon onto ungreased baking sheets.

**BAKE** for 9 to 11 minutes or until golden brown. Cool on baking sheets for 2 minutes; remove to wire racks to cool completely.

Diane adds that both recipes are on the back of their respective packages. She substitutes organic non-hydrogenated shortening for the butter and that most ingredients were organic and/or GMO-free (Genetically Modified Organism – free).

Next month Diane's Champagne Truffles recipe.

## A LIFELONG LOVE AFFAIR WITH V-8s

### An Oral History – The Recollections of Buzzy Potter

*Recorded and edited by Dave Gunnarson*

Lloyd “Buzzy” Potter is a long time Early Ford V-8 Club of America member along with a host of other car clubs. From an early age he was involved with motorcycles and cars and that love affair continues to this day. Many NVRG members have visited his home and the barn on his son Bill’s property to see many of the interesting cars, motorcycles and collectibles he owns. This is the first in a series of articles based on a taped interview with Buzzy and his wife Ginny at their home in Potomac, Maryland in March 2011. /s/Dave Gunnarson, February 24, 2013.

### About Buzzy

I was born in [Cherrydale](#), Virginia, just across the river.



When I was two I move to a little farm where my son Bill lives now, long before the Beltway was invented. I moved there in 1919. There was no electricity; we used a kerosene lamp – that’s all you had for illumination. No running water, there was a spring house outside – a good spring. Things were very primitive then.

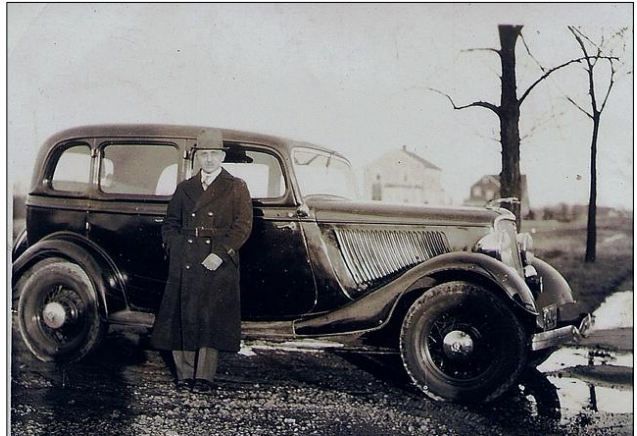


The Potter Farmhouse was probably built by Peter C. Harrison about 1866 in “Carderock” on 35½ acres, a few miles down river from its current location. In September, 1919, Buzzy’s parents, Alden and Charlotte Potter, moved the family from Cloverdale, VA, to this house set along side the C&O Canal and the Potomac River. The Potters operated a dairy farm, delivering dairy products to the local Cabin John area. In 1932 the house was electrified and running water was then provided by an electric pump from the spring house Buzzy mentioned.

When I was born, I had a two year old brother ([Neal](#)) and my parents tried to get him to say “brother.” But it all came out as “Buzzy” out of a two year old and that’s how it all started. Ever since I’ve been called Buzz or Buzzy. It had nothing to do with the saw mill (*located on the farm when he and Ginny lived there. Ed.*).

### My First Ford V-8 Experience

My introduction to Early Ford V-8’s was in the early 1930’s when I was playing at being Bonnie and Clyde and running the living hell out of the family Model A. A buddy comes in and says that his family got a brand new 1933 Ford V-8 sedan. He said, “Jump in.” I said “What for?” He said, “I’ll show you something. This car will go faster in second gear than a Model A will go in high gear.” The Model A would do 65 in high and he had it up to 72 in second gear in the brand new 1933 to prove and show what it would do. That was my introduction to V-8’s.



This 1933 Ford Fordor is V-8 powered as attested to by the V-8 hubcaps. It’s probably very similar to the first V-8 Buzzy ever rode in – pretty basic – the only visible accessory being the Greyhound hood ornament.



Buzzy sits beside his 1936 Ford Convertible Sedan at the 2007 Fairfax Car Show. He’s owned this car since it was new – but that’s a story for another day.

## FEBRUARY MEETING

### Ford Used Rivets and So Can You

By Editor

“Necessity is the mother of invention” goes a 16<sup>th</sup> Century English proverb and that’s basically where Dave Gunnarson started his presentation on riveting. He had to teach himself how to rivet in order to make numerous repairs to his 1935 1 ½ ton truck. Over the years it had been used and abused, as most vintage trucks were, and there were many places where he needed to replace worn or damaged parts on the frame or running gear.



Dave points to a special bucking bar he fabricated in order to replace the running board support arms which were riveted to the frame rails.

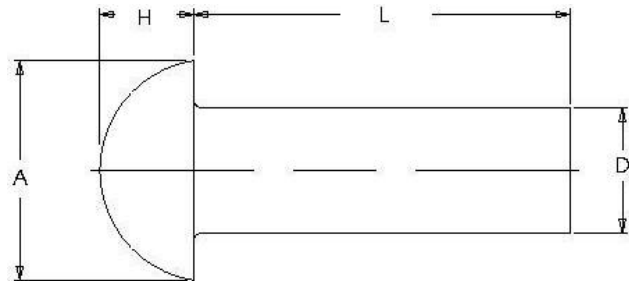
Ford generally used rivets when joining two dissimilar pieces together (steel generator brush clip to aluminum end plate, canvas to iron casting on a bracket, cast iron bracket to steel frame rail, etc.); two different metal thicknesses together where burn through would be an issue or where the heat generated by welding would weaken the joined parts (chassis crossmember to frame rail). After running through the various basic types of rivets and their uses Dave explained that Henry Ford made extensive use of rivets in his vehicles: frames, battery trays, starter motor and generator end plates, and headlight buckets, etc., all had one or more of their components riveted together.



The Ford Chassis Parts and Accessories Catalog (aka “The Green Book”) lists eight different types of rivets in a myriad of sizes.

A rivet is basically a shaft longer than the thickness of the pieces to be joined together. It can be composed of almost any malleable material (iron, steel, bronze, brass, aluminum, or plastic) but steel is the material most commonly used in our V-8s. The rivet has a head on one end of the shaft. The shaft is inserted through a hole in the pieces that are to be joined until the head makes contact, then the protruding part of the shaft is deformed in some manner which causes the shaft to expand in the hole and the head of the rivet to mushroom out over the other side of the pieces being joined. Some sort of backing device (bucking bar) is needed to hold the rivet head firmly against the pieces being joined. Pressure to expand the shaft tightly in the hole and to form the second head can be applied by hammer blows, a rivet gun or sustained pressure from a hydraulic press or similar device. The rivet process can be either cold formed (no heat – used mainly with small rivets) or hot formed (large diameter rivets). Dave had to master both methods in the process of restoring his frame and running gear.

The diagram below depicts the dimensions of a rivet.



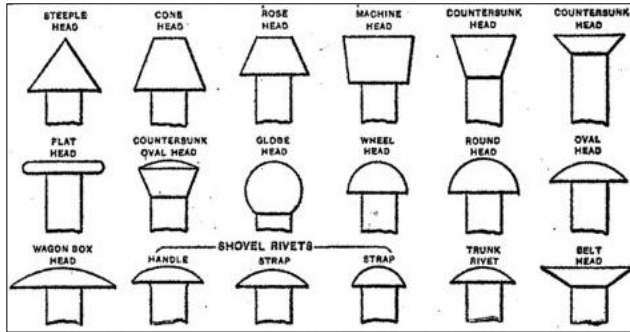
- A – the diameter of the rivet head; the softer the materials being joined, the larger the diameter of the head needs to be.
- D – the diameter of the rivet shaft; it fit snugly in the hole through the pieces being joined.
- L – the length of the rivet shaft; it needs to protrude far enough beyond the pieces being joined to contain enough metal to form a second head approximately the same diameter as the preformed head.
- H – the height of the head; in some special cases this is a critical measurement and rivet with a special head will be used to gain clearance.

Looking at the illustrations in the preceding col-

Rivets continued on next page

Rivets continued from previous page

umn you can see that Ford used not only eight different types of rivets but that they came in a variety of head types as well.



Different types of rivet heads – Machinery's Handbook – 1953

After the Riveting 101 Introduction Dave moved on to show us the repairs he made to his truck's frame. For this task he used both 1/2 and 3/8 inch rivets using both the cold forming and hot forming process. He also had to design and fabricate fixtures to hold the backing device firmly in place.

The first order of business was to replace the running board support arms which had been cut/mangled/modified beyond reasonable repair.

Dave told us he purchased his rivets and some of his tools from [Big Flats Rivet Company](http://Big Flats Rivet Company), a regular vendor at Hershey. Since the running board support arm brackets were attached with 1/4 " rivets Dave was able to use the cold forming process in his garage. After determining the length of the rivet shaft needed to form the second head Dave cut the rivet to length and inserted it in the hole. After the bucking bar was secured firmly in place the shaft of the rivet was first peened over using a hammer and then the head was finished using an air tool.



The picture above shows the rivet shaft has been peened over. The inset shows the amount of shaft protruding before being peened over.



The bucking bar Dave designed and fabricated. Note to dimple cut into the backing block to accommodate the rivet head on the shaft.



The formed rivet head and the pneumatic rivet gun.



The bucking bar was installed and the running board support arm bolted in place. In the right photo one rivet has already been installed and another is ready for forming.



The finished product.

Rivets continued next page

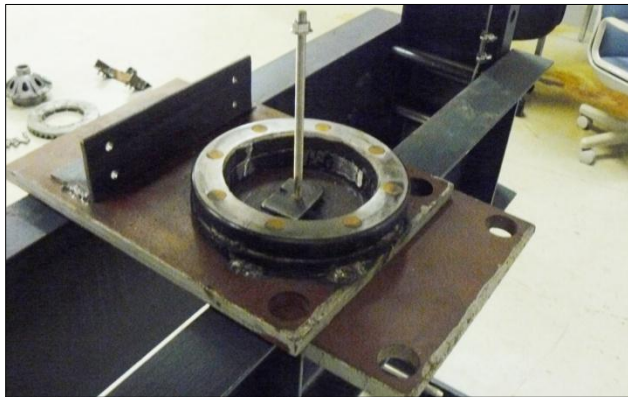


**Rivets** continued from previous page

Another repair Dave made using the cold forming process was to replace the standard ring gear with a high speed, 40 tooth one. Because this installation used specially machined  $\frac{27}{64}$  inch (that's nearly  $\frac{7}{16}$  of an inch!) flat head rivets, required a 35 ton hydraulic press and a very sophisticated fixture that Dave fabricated, it is way beyond the skills of most hobbyists. The cold forming process was necessary because applying heat to the rivets would have damaged the ring gear and the bearing cage.



The bearing cage, ring gear and rivets ready for assembly. For proper clearance, the head of the specially machined flat head rivet has to sit in the recess inside the ring gear.



The specially fabricated fixture ready to receive the ring gear and the flat head rivets.



The ring gear/bearing cage assembly in the fixture as pressure is applied to the rivet shaft.



In the picture above you can clearly see how much the rivet has been deformed under 35 tons of pressure. To withstand this enormous pressure, the two steel plates that the fixture sat on were each  $\frac{1}{2}$  inch thick. Applying this much pressure causes the shaft to expand to completely fill the hole, binding the rivet material to the side of the hole almost as completely as if fused by welding. Dave told us that a properly set rivet will return a clean, clear ringing sound when the factory head of the rivet is tapped with a hammer.

Dave replaced the rear frame cross brace, rear spring shackle brackets and the front crossmember reinforcement using  $\frac{3}{8}$  inch rivets and the hot forming process, heating the rivets in place. Each of these installations required fabricating/rigging some form of special bucking bar. It also required heating the rivet to a cherry red color quickly while not spreading too much heat to the parts being joined and then quickly working the heated rivet shaft.



Each rear spring shackle was attached to the frame by six  $\frac{3}{8}$  inch rivets. Here you see the original length of the rivet and one Dave has cut to the needed length. The original shackle holes were elongated by wear. During its time as a fire truck it routinely carried a fully filled 500 gallon water tank – that's over 2 tons of water on a  $1\frac{1}{2}$  ton truck.

Rivets continued next page

**Rivets** continued from previous page



With the bucking bar in firmly in place, the rivet was heated cherry red and then peened over using a four pound hammer.



After reheating, the rivet is finished off using a pneumatic rivet gun.



The finished product probably looks better than the original rivets.

As part of his presentation Dave also reminded us of the role Ford played in building B-24 bombers for the Army Air Corps during WWII and what a big part riveting played in churning out over 9,000 B-24s bombers at the Willow Run factory.



Women catching a well-worn 1935 bus to go to work at the Willow Run bomber plant. If you look closely you can see a winter front snapped in place in front of the grille shell. Brrrr.

The Willow Run assembly plant, built expressly for the mass production of the B-24 bombers, was constructed by Ford on farmland owned by Henry Ford. It was dedicated on June 16, 1941 and at that time was described as being the world's largest enclosed "room."



This picture, taken at Willow Run, clearly shows both the riveter outside the B-24 fuselage and the woman inside holding the bucking bar. The rivet was obviously inserted from inside the fuselage and then peened from the outside.

At its peak, Willow Run produced 650 B-24s per month by 1944. Pilots and crews slept on 1,300 cots waiting for the B-24s to roll off the assembly line.



B-24s as far as the can see.

An interesting feature of the Willow Run plant was a large turntable 2/3 of the way along the assembly line where the B-24s made a 90° turn before continuing to final assembly. This arrangement was to avoid having the factory building cross a county line and be taxed by two counties. The neighboring county's taxes were higher.



Six women posing in front of Ford's 6,000th B-24 Bomber at Willow Run airport, September 9, 1944.

## 2013 NVRG ANNUAL POKER RUN

**Dig 'em out, Dust 'em off, Blow 'em out & Shake 'em down!**

**12th Annual Poker Run & Scavenger Hunt**

**Saturday, April 20, 2013**

**9:30 a.m. – First V-8 departs from Fair Oaks Mall**

- ✚ Travel some of the area's beautiful scenic roads to view the spring blossoms!
- ✚ Lunch at a great local restaurant!
- ✚ Great prizes - \$\$\$ gift cards for both scavenger hunt and best poker hands!

Reservations/questions:

- ✚ Keith Randall ([klr8217@aol.com](mailto:klr8217@aol.com) or (703) 913-5655)
- ✚ Jim LaBaugh ([jlabaugh@verizon.net](mailto:jlabaugh@verizon.net) or (703) 573-9285).

## NVRG/FAIRFAX CITY CAR SHOW



**Northern Virginia Regional Group Car Show**

**City Hall on Armstrong Street**

**Historic Old Town Fairfax, Virginia**

**May 18, 2013**

**10am - 3pm**

**Co-Sponsored by the City of Fairfax and the Downtown Fairfax Coalition**

**Open to All Pre-1988 Vehicles**

## 2014 TAHOE GRAND NATIONAL MEET

Is there anyone in the area interested in shipping their cars to Tahoe for the National Meet? One of our members found a company that will ship 6 vehicles in an enclosed carrier and return them with the same rig and driver for \$2750 for each vehicle round trip. Towing the car in my trailer would just

about equal that amount for gas alone. The added cost of 2 weeks of hotel and meals make flying a better option for me. If you hear of anyone who wants to ship rather than tour out and back please let me know or ask them to contact me.

Norm Heathcote

305 Gwynnbrook Avenue

Owings Mills, MD 21117

410-356-3459 (H) or 410-227-2040 Cell

email: [vvomllc@hotmail.com](mailto:vvomllc@hotmail.com)

## MOTORFEST V



**Back by popular demand. The Early Ford V-8 Foundation & Museum presents...**

**Motorfest V**

**August 28<sup>th</sup> – 31<sup>st</sup>, 2013**

[Sauder Village](#), which is Ohio's largest living history village and located just 52 miles from Auburn, IN will serve as base for registration and over-night site. There are many fun activities planned including:

- ✚ Driving Tours
- ✚ Welcome Party (*read...Food!*)
- ✚ Tour Sauder Village
- ✚ Driving Tour of Lockport Covered Bridge & Candy Cane Christmas Shoppe
- ✚ Banquet in Sauder Barn Restaurant (*read...More Food!*)
- ✚ Tour to Auburn, IN to visit the many museums
- ✚ Picnic at the Early Ford V-8 Foundation Museum (*read...Still More Food!*)
- ✚ Our very own Auction!
- ✚ Most importantly...Meeting up with old friends & enjoying old Fords!

Pat Fenner, Registration

EFV-8F Motorfest V

880 Mitchell Road

Wilmington, OH 45177

[pfenner@cinci.rr.com](mailto:pfenner@cinci.rr.com) or 937-382-1678

Or visit [www.fordv8foundation.org](http://www.fordv8foundation.org) for more info



75th anniversary of the '39 Ford



# Early Ford V-8 Club of America 2014 Eastern National Meet Gettysburg, Pennsylvania June 23 Thru June 26

## REGISTRATION FORM

**REGISTRATION No.**

*Do NOT Fill In*

**You Must be a National Member to Register**

National EFV-8 Club Registration No: \_\_\_\_\_ Regional Group Number: \_\_\_\_\_

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_

First Name for Tag: \_\_\_\_\_ Seminar presenter volunteer \_\_\_\_\_

Name for Spouse/Friend Tag: \_\_\_\_\_ Topic \_\_\_\_\_

Names of Others in Party: \_\_\_\_\_ Will bring Historic Memorabilia \_\_\_\_\_

Street Address: \_\_\_\_\_ Area required \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail address: \_\_\_\_\_

Cell Number: \_\_\_\_\_

**Registration Closes June 15, 2014**

**NO REFUNDS AFTER MAY 15, 2014**

**Early Registration (before June 15, 2013) \$85**

**Meet Registration (June 16, 2013 to April 14, 2014) \$95**

**Late Registration (after April 15, 2014) \$110**

Item	Number	Each	Total
Early Registration Fee: (Includes 1 Vehicle)	_____	\$ 85.00	\$ -
Registration Fee: (Includes 1 Vehicle)	_____	\$ 95.00	\$ -
Late Registration Fee: (Includes 1 Vehicle)	_____	\$ 110.00	\$ -
Additional Vehicle:	_____	\$ 40.00	\$ -
Trailer Parking: (to offset security cost)	_____	\$ 20.00	\$ -
Car Corral/Swap Meet Space: per 15'x20' space	_____	\$ 20.00	\$ -
check number	_____	<b>Total</b>	\$ -

**Mail payment and registration form to:**  
EFV-8 ENM c/o Cornerstone Registration Ltd  
PO Box 1715  
Maple Grove, MN 55311-6715

Make checks payable to  
**"National Capital Region 2014ENM"**  
or simply "2014ENM"

Visit the [2014 Eastern Nation Meet website](#) for complete information.

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



**For Sale** – 1951 Ford Victoria with stock flathead V-8, 3 speed with overdrive. Sea-foam green with a raven black top. Red's Headers, dual and aluminized exhaust. Non-original Continental Kit. Engine runs well but not sure when it was last rebuilt. Paint in good condition - a few chips. Chrome/stainless good. Very good tires with optional wheel disks over original "dog dish" hub caps. Interior was re-done - not original materials – original headliner. Radio makes noise/static – needs to be repaired. Retrofitted fully electric clock mechanism. One weak sheet metal spot – hood at the hinge on driver's side fatigued. Hinge loosened - no further damage. Car needs weather stripping. \$15,000. Car located in MA. **Dean Larson.** [bumppo72@comcast.net](mailto:bumppo72@comcast.net) or 781 982 8983 (after 7 PM) 02/13

**For Sale** – 1934 Ford Roadster. It's a good one!!! Never apart, no rust ever, early repaint, loaded with NOS parts, runs and drives perfectly. Somewhere close to \$60K. [Click here](#) to see more. Located in Charlottesville, VA. **Allen Ponton.** 434-293-4400 or [allen.ponton@gmail.com](mailto:allen.ponton@gmail.com) 02/13



**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** – 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



**For Sale** – 3 HP Craftsman air compressor, 30 gallon tank, 220 volts, good condition. \$50. **Ken Burns,** 703-978-5939 or [helenandken@verizon.net](mailto:helenandken@verizon.net) 01/13



**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** – looking for a 1950s-60s Ford 4 door sedan, good driver, not show, 6 cylinder okay. **Tyree Harris,** 804-556-5200 or [tyreeswires@peoplepc.com](mailto:tyreeswires@peoplepc.com) 01/13



**Wanted** – Four matching (five preferred) 15" steel wheels to fit 1951 Ford passenger car. Want to remount my radials for my trip to the Western Meet in Tahoe but also want to keep my bias-ply tires mounted for future use. **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** 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** – 1) 49-53 wide belt crankshaft pulley. 2)

**Automart** continued next page

**Automart** continued from previous page  
'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) Complete '42-48 rear brakes, including backing plates, brake shoes, etc. Worn out shoes OK. 4) 49-51 Mercury 10 inch clutch parts (Borg & Beck flywheel, disk & pressure plate). Worn out clutch disks OK. 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



**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



**Wanted** – Have cash in hand to buy an old Ford! 1940 Ford Coupe, Convertible or 2 Door Sedan. Will consider anything from a really great project car all the way to a #1 show car. **Steve Ernst**, Mansfield, TX, 817-994-3300 or [steve.ernst.cunv@me.com](mailto:steve.ernst.cunv@me.com) 02/13

## TECH TALK – SMALL PARTS DAY

### An Open Invitation to the NVRG

*From Clem Clement.*

The George Washington Chapter of the Model A Club invites all NVRG members to our Small Parts Repair Day at the home of Janet Merkel, April 27, 2013. She and her hubby George ran this event for years. We lost George a couple years ago but she and he son George continue to offer their work room, spacious garage and tools for this friendly event. GWC Model A experts will be available to provide advice and council and to help do the work. Those who have a sick part like a generator, carb, starter, steering box, etc. can get help. There is also a media blast cabinet and welding equipment available for small parts repair. Teaching plays a big part at this event – if you've got either questions or answers come join us and share them. Lots of learning about our beloved cars happens. Big surprise, there is tons of camaraderie and fun going on. Folks get help with their repairs and some

donuts, coffee and chow give it their all. George belonged to both the Model A Club and the Early V-8 club of Maryland – he had a '49 Merc and a '50-something F1 pickup.

The Northern Virginia Early V-8 Club has had garage tours in NOVA from time to time and several Model A-ers have attended. The Model A-ers involved have been welcomed on the tours and all had a fine time. This is a unique opportunity for us Model A-ers to reciprocate. Several of us Model A guys belong to the Early V-8 Club as well, both here in NOVA and over in MD.

This will be a fun opportunity to gather and help each other with our cars. We collect a small fee from all folks attending to defray the costs of coffee, donuts and lunch. If you have something to work on, bring it along and your fave tools.

I'm working on the details of this initiative with the GWC. To help with planning, please let me know if you are attending and if you are bringing something to work on so we can be sure we have experts in that area to assist.

/s/ Clem Clement

Model A-er/Early V-8er

## WELCOME TO THE NVRG

### Gay Harrington

3080 N. Quincy Street  
Arlington, VA 22207  
[hahsuj@gmail.com](mailto:hahsuj@gmail.com)  
1950 F-1 Pickup



### Paul Malandrino

5301 Berrywood Court  
Fairfax, VA 22032  
[jpmalandrino@yahoo.com](mailto:jpmalandrino@yahoo.com)  
1932 Ford Roadster Street Rod



*Returning Member*

### Lloyd Emery

9986 Blackberry Lane  
Great Falls, VA 22066  
[lemery@cox.net](mailto:lemery@cox.net)  
1949 Tudor



# NVRG Calendar



<u>March</u>	
7	<b>Ad Hoc Breakfast</b> 9:00 am at the <a href="#">Silver Diner</a> /Fair Oaks, 12251 Fair Lakes Parkway, Fairfax. No agenda or nuthin' - just gathering for the camaraderie. Pay your own way. Contact Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> or 703-830-5597 or Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> (703-978-5939)
12	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program: Steering Wheels and Horn Buttons/Horn Rings</b> – “What’s Right for Your V-8” and how to restore/maintain them. Contact Eric Sumner: <a href="mailto:sumnershack@aol.com">sumnershack@aol.com</a> or (703) 860-1916. <b>Refreshments:</b> Jim McDaniel
23	<b>Monthly Tour: Sterling Hot Rods</b> – Meet at Fair Oaks @ 10:00 or Sterling Hot Rods @ 10:30 – Lunch to follow at <a href="#">Dalia’s Pizzeria</a> , Sterling. Drive your V-8 (weather permitting). Contact Art Zimmerli at 703-323-1774 or <a href="mailto:viewtown@cox.net">viewtown@cox.net</a> for more details.
26	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Country Club of Fairfax. 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>
29/30	<b>AACA Sugarloaf Mountain 43<sup>rd</sup> Annual Swap Meet</b> – <a href="#">Carroll County Agricultural Center</a> , Westminster, MD. Meet at Fair Oaks on Saturday, March 30 @ 7:45 and car pool up to Westminster – Don’t miss this Rite of Spring. Contact Art Zimmerli at 703-323-1774 or <a href="mailto:viewtown@cox.net">viewtown@cox.net</a> .
<u>April</u>	
9	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program: Wheels &amp; Hubcaps</b> – more in the “What’s Right for Your V-8” series – Contact Eric Sumner: <a href="mailto:sumnershack@aol.com">sumnershack@aol.com</a> or (703) 860-1916 – <b>Refreshments:</b> Keith Randall
20	<b>NVRG 12<sup>th</sup> Annual Poker Run &amp; Scavenger Hunt</b> – don’t miss this great traditional kick-off to the touring season. Contact Keith Randall ( <a href="mailto:klr8217@aol.com">klr8217@aol.com</a> or (703) 913-5655), Jim LaBaugh ( <a href="mailto:jlabbaugh@verizon.net">jlabbaugh@verizon.net</a> or (703) 573-9285). See page 11 for more info.
27	<b>Small Parts Repair Day</b> – an invitation from the Model A Club to participate in their Small Parts Repair Day. See invitation on page 14 for more details or contact Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> or 703-830-5597
30	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Country Club of Fairfax. All members welcome to attend.
<u>May</u>	
14	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program: The 1938 Fords and Lincolns</b> – Keith Randall and John Sweet – <b>Refreshments:</b> David Blum
18	<b>NVRG/City of Fairfax Car Show</b> – open to all vehicles 25 years and older. To volunteer to help contact Dave Westrate <a href="mailto:dlwbaw@aol.com">dlwbaw@aol.com</a> or (703) 620-9597. See page 11 for more info.
	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Country Club of Fairfax. All members welcome to attend.
	<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



- ✚ June – NVRG Ice Cream Social & Art Show
- ✚ June – Sully Plantation Father’s Day Car Show
- ✚ June – Grand National Meet – Lake Tahoe
- ✚ July – NVRG Picnic
- ✚ August – Drive-In Movie Night
- ✚ August – Motorfest V – Sauder OH



# 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>John Ryan</b>	703-281-9686	Property/Refreshments	<b>Mark Luposello</b>	703-356-3764
Treasury	<b>Wayne Chadderton</b>	703-435-1142	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	Website Tech Mgr	<b>Cliff Green</b>	703-426-2662
Programs	<b>Eric Sumner</b>	703-860-1916	Website Content Mgr	<b>Joe Freund</b>	703-281-6282
At-Large	<b>Keith Randall</b>	703-913-5655	Newsletter	<b>Ken Burns</b>	703-978-5939

## March Program: Steering Wheels, Horn Buttons and Horn Rings

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

### THREE GOOD SELLERS FOR MARCH—PUSH THEM!



...only \$5.75 including installation this Oil Filter is a very easy item to sell. Explain to your customers that it removes harmful sludge and foreign substances from the oil causing the oil to last longer and lubricate better. Truck operators are particularly good prospects.



To any customer who is interested in the appearance of his Ford V-8 this De Luxe steering wheel is easily sold. Keep at least one car on the showroom floor equipped with it. See, too, that it is on all demonstrators. Many customers will buy when you explain that you can install it for only \$8.75.



Spring is the time of the year when motorists start to think of preparing their cars for Summer driving. It's a good time to bring these Fender Shields to their attention. They are attractive and add to the streamlined appearance of the new Ford V-8s. A pair is only \$8.50 installed.



## FIRST CLASS MAIL

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