

Northern
Virginia
Regional
Group



Value Clatter



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

www.nvrg.org

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June 2013

Ken Burns - Editor

FAIRFAX 2013

A Little Rain Doesn't Slow the Show

By Editor, photos by Editor



Cloudy skies and occasional rain didn't stop folks from turning out for our 16th annual NVRG/City of Fairfax car show

Well, all good things must come to an end. By that I mean the phenomenal run of beautiful weather over the last decade on the 3rd Saturday in May when we hold our annual car show in conjunction with the City of Fairfax. I spoke with a number of people and we all agreed we hadn't had any significant precipitation on the day of the show since we moved the venue from the Courthouse parking lot to Armstrong Street in front of Fairfax City Hall in 2004. That's a pretty remarkable run.

The forecast was for scattered showers throughout the day. It was cool and dry as show preparations began about 7:30 A.M.: Jim McDaniel and the sign crew went about their business of setting out signs directing attendees, Don Lombard and the registration folks got organized under their canopy and Dave Gunnarson and the parking crew directed the early birds to parking spots at the top of Armstrong Street. The Knights of Columbus were set up and selling hot coffee and donuts, Steve Higginbotham brought in the City of Fairfax Fire Department Fire Safety demonstration trailer and the Model T Club arrived with the ever-popular "take-apart-car" (probably more suitable title would be the "Put-it-together T").



The registration desk was humming right along as folks arrived.



Kids in attendance got a chance to learn about fire safety.



Unfortunately, rain kept the Model T Club from ever taking the T apart.

Show continued on page 3

Up Front with the President



June 2013

The sublime month of June is upon us, and summer is almost here. The land is filled with green, the cicadas are starting to buzz, and best of all, the open road beckons us!

So if you haven't done so already, dust off your V-8 and get ready for some fun. Of course some of us really knocked off more than just dust at the 16th Annual NVRG/City of Fairfax meet. In spite of what could only be described as a nice April shower in May, the rain did nothing to dampen the spirits of those who came to this year's show. As always, Dave Westrate did a phenomenal job (yet again) of pulling off a great show. And with a great team of NVRG members pitching in to make things happen, the Fairfax show, as it always does, runs smoothly – whether the sun is shining or not! For all our members who volunteered their time to help, my hat is off to you, just as it is for Dave. Thanks for a great day and a memorable event. All we need now is a promise from Dave that next year the rain will hold off for another 16 years!

As for this glorious month of June we're now entering, there are several events to keep you busy through out the month. First, please be sure to remember to come to the Ice Cream Social and V-8 Art Show on Tuesday, 11 June. Bring an appetite for ice cream, your Ford, Lincoln or Mercury Early Ford V-8 era art, and most importantly your entire family! Following the Ice Cream Social, on Father's Day, Sunday June 16th, is the annual Sully Plantation Car Show. This event, sponsored by the George Washington Chapter of the Model A Ford Club of America, is always one of the most fun outings of the season and another great family event. As a special event this year we (the NVRG) will fold a 12'x18' American Flag for presentation to the Armed Forces Retirement Home at their annual Antique Auto Assembly in October.

Finally, immediately after Sully, is the Early Ford V-8 Club of America Grand National Diamond Jubilee Meet in Lake Tahoe. I hope to see everyone who attends Tahoe and hope that those making the transcontinental trek have a safe and uneventful (mechanically speaking) trip both to and from the event.

As always, be safe, enjoy your summer, and see you on the road! (Or in my case maybe along the side of the road.)

Continental,

John

Show continued from front page

Both Lake Braddock High School and Fairfax High School brought vehicles this year – Lake Braddock displayed the Clover Family 1972 Pontiac GTO that was restored by Automobile Technology students and Fairfax had their VW Touareg extolling their Auto Tech partnership with Volkswagen of America.



Also supporting our show was the Fairfax County Police Department that brought out their Cruiser #1, a 1941 Plymouth two door sedan and Cruiser #4741, a 1994 Ford Crown Victoria, one of the first County police cars equipped with a computer. Boy how times have changed from when having a radio-equipped patrol car was cutting edge technology to an on-board computer to all the high tech stuff that our newer patrol cars have today. Just think – in only 6 years that Crown Vic will qualify for antique status!



Even with the soggy weather there were four Woodies in attendance (Dave Westrate – '39 Standard, Cliff Green – '40 DeLuxe, Ken Burns – '41 Super DeLuxe and Bill Simons – '49 Custom) and numerous Convertibles. Art Zimmerli even brought out his '36 Phaeton minus the side curtains.



Several NVRG members had their cars at the FFX show for the first time. Andy Koerner displayed his

“Barn Find” 1940 Tudor. The car hadn’t been on the road in nearly 40 years when he bought it at an auction just over a year ago. Earlier in its life it had been made into a mild ‘50s hot rod with dual exhaust and a complete black naugahyde interior – rolled and pleated seats, door panels and headliner. With the help of Eric Sumner he got the ‘40 running again and posted a sign in the window detailing the history and preservation of this “way back machine.” Paul Malandrino’s been to the show before with his ‘32 hi-boy roadster but he’s now a NVRG member so we’ll also add him in as a first timer.



David Blum, Wayne Chadderton and Bill Simons cluster up behind Andy’s ‘40 Tudor as he adjusts the windshield registration form.

Despite the dreary weather we still had a pretty robust turnout. Registration Chairman Don Lombard broke it down this way: *“There were 67 advance registrations and 28 gate registrations, making a total of 95. There were 19 “no-shows” making (according to the laws of higher math) 76 vehicles on the field. There were one or two antique ‘drive-ins’ that came by after 1:00 PM, so I let them park and view. They donated the registration fee just because we were such good looking and out-going specimens of humanity.”* Our normal attendance is right around 100 cars so we did okay.

Around noon the rain arrived in earnest and Show Chairman Dave Westrate decided to compress the show schedule. The Model T Club demonstration and folding the 12’x18’ flag for the Armed Forces Retirement Home were cancelled and the trophy presentation was moved up to 1:00 P.M. In addition to the normal show car trophies a special plaque was presented to former Mayor John Mason.

**“In Appreciation for Your Steadfast Support
of the City of Fairfax Car Show
Since 1997”**

Show continued on next page



And a great big "Thank You" to Dave Westrate for another wonderful show!



Best of Show
Craig Coulombe – 1955 Packard
Camper's Trophy & Awards



Mayor's Choice
Scott Leaf – 1933 Packard
Camper's Trophy & Awards



People's Choice
John Carney – 1969 Camero
Camper's Trophy & Awards

Best Early Car	Personal Touch Jewelers	1915 Ford Model T – Cynthia Fallou
Best Model A	I.O. Gestalt, Inc.	1929 Tudor – Joe Thorpe
Best of the 30s	Bill Worsham – State Farm Insurance	1939 Lincoln Zephyr – David Blum
Best of the 40s	Printing Ideas	1941 Plymouth – FFX County P.D.
Best of the 50s	Sterling Hot Rods	1955 T-Bird – Bob Hartig
Best of the 60s	Sterling Hot Rods	1963 Ford – Bill Bohatch
Best of the 70s	Interstate Van Lines	1972 Pontiac – The Clover Family
Best Hot Rod	Bubba's Rods & Customs	1932 Ford Rdstr – Paul Malandrino
Best Custom	Bubba's Rods & Customs	1937 Ford Tudor - Bryan Chadderton
Best Commercial	Monitor Systems, Inc.	1930 Ford Good Humor – Rick Heyer
Best Import	Business Investment Group	1968 Triumph – Steve Higginbothan
Best Ford	Hard Times Café, Fairfax	1965 Merc Comet – David Hackshaw
Best GM	Nick Arrington – Auctioneer	1959 Cadillac Convert – Bob Brown
Best MoPar	Safford Dodge	1967 Charger – Mike Cumberland
Best Orphan	Dunbar Armored	1968 Pontiac Conv – Glenn McKinnon
Best Paint	Quality Auto Body, LLC	1956 Corvette – Keith Colton
Best Engine	Business Benefits Group	1969 Chevelle – Brandon Shouse
Best Interior	Reliable Property Management	1967 Ford F-100 – Kemper Martin
Best Sedan	Rust Insurance	1947 Packard Clipper – Tom Bradley
Best Convertible	Green Turtle Sports Bar	1936 Ford Phaeton – Art Zimmerli
Best Service Vehicle	In Memory of T. A. Arrington	1994 Ford – FFX County P. D.
Special Award	Weber Tires	1970 Dodge Charger – Ren Miller

MAY MONTHLY MEETING

The 1938 Ford and Lincoln Zephyr Lineup

By Cliff Green

The 1938 Ford

At our May membership meeting Keith Randall gave a Power Point presentation about the 1938 Fords. Rather than just reviewing the Fords manufactured that year, Keith also investigated the reasons for the dramatic drop in sales from the previous year.

✚ 1937 – 945,329 Passenger Cars sold

✚ 1938 – 366,388 Passenger Cars sold

What Caused the Precipitous Decline in 1938?

✚ Was it a failure of Ford family leadership and direction?

In 1938 Henry Ford celebrated his 75th birthday and suffered a stroke that he tried to cover up. He became erratic and unpredictable. It was the 35th year of Ford Motor Company and Henry and Clara's 50th wedding anniversary.



Henry & Clara Ford celebrated their 50th wedding anniversary in 1938.

Edsel Ford meanwhile was suffering from deteriorating health and basically stayed out of "Crazy Henry's" way. He created and operated a design department in close cooperation with E.T. Gregorie that Henry never visited because he refused to accept change.

Henry Ford II was 21, a playboy and attended Yale. His academic life involved failure notices and tutors.

Harry Bennett became a confidant of Henry Ford and was in charge of the Ford "Service Department". He was the tough guy of the organization.

✚ Was it labor union organization attempts?

This was the year of more attempts to organize labor at Ford. Henry was adamant that no labor organization be at Ford Motor Company. He instructed Harry Bennett and his Service Department to do what was necessary to prevent it. The infamous "Battle of the Overpass" on May 26, 1937, had already given Ford plenty of bad publicity.



Battle of the Overpass

✚ Was it the economy?

From 1932 to 1937 the economy was weak but steadily rising. In first 6 months of 1938 total national income of all people dropped \$10 billion. The full impact of the social security payroll tax was beginning to be felt – while no retirement benefits had yet been paid out. Roosevelt cut those employed on WPA and other emergency projects by 50%. The administration was no longer 'priming the pump' with government funds. Stocks on the NY Stock Exchange went from \$20 billion at the end of 1936 to \$11 billion by the end of 1938 – almost 50% drop!

In March of 1938 unemployment rose by 4 million – bringing the total out of work to a whopping 20%! In a 'Fireside Chat' on June 24, 1938, President Roosevelt said "it makes no difference to me whether you call it a recession or a depression."

✚ Was it mechanical brakes?

In 1938, all of Fords competitors had hydraulic brakes and they were having a field day in advertising their advantage. The Ford dealers were clamoring for a change. The brake cables would freeze up in the winter!

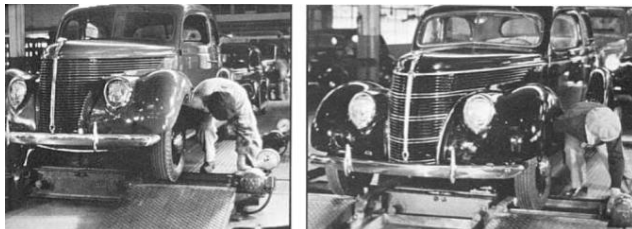
✚ Was it the unattractive styling of the Standard models?

This was the first year of two distinct lines of Ford cars – The Deluxe and the Standard Ford. The

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Standard was a warmed over version of the 1937 Deluxe. It came in three passenger models and two commercial. The early Ford Standard was austere looking and later model changes added stainless trim and a chromed windshield frame.



Early 1938 Standard on the left (a real Plain Jane) was pretty much devoid of bright work found on the later 1938 Standard on the right.

✚ Was it the underpowered 60 hp V8?

The initial offering of the 60 HP was successful until the word got out as to the lack of power. The Ford could be had with an 85 HP for only \$15 more.

The 1938 Ford line was introduced in November 1937. In cities of 60,000 population or larger, each dealer got only one Deluxe car. The Deluxe cars had a whole new look, whereas the Standard was a updated '37. This was the first year for two versions. There was mixed public response – some people favored the more traditional vertical grill & free standing headlights on Chevy and Plymouth which were continued within 1938 – yet others considered the new Ford the only really contemporary vehicle in the low priced field.



The 1938 lineup – a Ford Deluxe Convertible Sedan and a Fordor on display in a showroom along with a Lincoln Zephyr Fordor and a 3 Window Coupe.

Keith went on to detail the improvements in the 1938 over prior years and showed numerous slides of the models. Keith concluded with these observations:

“This all happened 75 years ago and the 1938 Fords have taken their place in history. Today, we can look back and assess what was important about

the '38 Ford. E.T. Gregorie's rounded body lines, first offered in '38, continued in much the same style for the next ten years. The two different lines of cars, Standard and Deluxe, would exist for only two more years. In 1941, Ford reverted to making the distinction through differing trim levels on the same basic body. The 24-stud V8, new in '38, would continue for years and with a larger bore found its way under the hood of the Mercury. Styling details like the center mounting of the rear license plate and the radio speaker grill in the center of the dashboard, both introduced in 1938, would continue to be the norm forever.



Keith's beautiful, original 1938 Deluxe Fordor shows the same graceful teardrop styling as found in the Lincoln Zephyr.



And the interior is just as beautifully preserved as the exterior.

On the other hand, 1938 was the last year Ford used mechanical brakes. Even the steel cable-in-conduit braking system adopted in 1937 was not good enough to please dealers or buyers. Also, 1938 was the last year of the 'true open cars' by Ford. No longer would side curtained models be available. Not many '38 Fords are left after 75 years. In fact, not many '38 models of any kind of car are left. They were much fewer in number than earlier or later cars to begin with and none of them have particularly excited collectors in the way that some other year

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models have. In conclusion, a '38 Ford is a pretty rare yet interesting car. The 1938 Fordor Deluxe that I am the current caretaker of, makes me smile each and every time I venture out for a drive, blemishes, blue smoke and all...."

Consumers Reports, February 1938

The following excerpts are from the February 1938 Consumers Reports and are used by permission of Consumers Union. The price not in brackets is for the lowest priced four door sedan; the price in brackets is for the lowest priced two door sedan. The pictures were not included in the CU article. (Ed.)

(Quote)

"Ford V-8 60 HP Standard. Del'd Dearborn, Mich., \$707 [\$661]; del'd NYC, \$748 [\$702].



The caption reads "A LOAD OF 1938 STANDARD FORDS, ready to leave the Rouge plant at Dearborn, Michigan... The truck was a 1937 Ford."

Last year's model is continued practically unchanged except for new sheet metal and instrument treatment. Trunks are now standard. An increased price, relative to the Ford 85 HP and other cars, makes the makes Ford 60 HP not so good a buy as it was last year.

A larger clutch and heavier transmission were added in 1937. Riding qualities are fair. Interior quietness is poor. Steering is particularly easy but involves much turning; handling is very good. The 60 HP engine has given a good account of itself since its introduction.

Accessibility is better than on the 85 HP for ignition, distributor and water pumps, but the Ford's general accessibility for repair or adjustment compares unfavorably with that of other cars, and there is no doubt that more frequent adjustment is required. When kept in proper tune, the Ford 60 HP will deliver close to 25 miles per gallon at moderate open road speeds, but the notes below on the Ford 85 HP characteristics apply to the Ford 60 HP also.

Does not use hypoid gears....

Ford V-8 85 HP Standard. Del'd Dearborn \$733 [\$687]; del'd NYC \$774 [\$728]. Trunk included.

As heretofore, this model has the same chassis as the DeLuxe Ford. It weighs some 40 pounds more than it did last year, and 75 pounds less than the 1938 DeLuxe. Seating space of both models is the same, riding qualities approximately the same. Trim and upholstery are inferior to the DeLuxe.

Vision is better than the group average. Brakes have been improved over early 1937, but still furnish an amount of "wrap" or "Grab" or self-energization (sic) which CU believes to be objectionable. On the other hand, the "wishbone" holding the front axle in position is advantageous. Does not use hypoid gears.

Chief troubles with the Ford arise not from any main feature of design so much as from engine "accessories" – ignition distributor, carburetor, etc. – and from such chassis features as shock absorbers and king pin bushings. Regarding these items and the cost of maintaining them in proper condition, CU has received criticism from owners which cannot be discounted. Regular attention, by experts, is important for continued efficient Ford performance.

The Ford engine-and-parts-exchange plan, excellent in principle, does not always act to lessen expense. The advertised cost of a reconditioned engine, it should be pointed out, does not cover reconditioned accessories or labor for installation or penalties for engines with badly scored cylinders or other damages.

The Ford is capable of very economical and satisfactory service in the hands of drivers who realize the value of preventive maintenance, but the policy of running the family car until it breaks down (in no case to be recommended) may bring particularly unsatisfactory results with the Ford....

Ford V-8 85 HP DeLuxe. Del'd Dearborn \$795 [\$749]; del'd NYC, \$836 [\$790]. Trunk included.



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A 1938 Ford DeLuxe Fordor sedan.

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Comments made on the *Ford Standard* apply to the DeLuxe model also. About 75 pounds heavier, this model uses the same chassis and offers the same inside room as the Standard, except for a wider shelf behind the rear seat. The body is outwardly longer, has slightly larger luggage space. Equipment is more nearly complete, upholstery of a higher grade. Due to greater body weight, riding qualities are improved somewhat and car balance is better, with slight increase of load on springs and shock absorbers. Does not use hypoid gears.”
(End Quote)

The 1938 Lincoln Zephyr

The program continued with John Sweet reminiscing about the 1938 Lincoln Zephyr. Unfortunately John’s Power Point presentation material was lost somewhere in cyber space, so he had to “wing it.” No problem here as John has all the data stored in his mind.

The 1938 body style is a beautiful rendition of sheet metal designed by John Tjaarda. The body was monocoque construction and very rigid, but surprisingly light for its size. The first model had a weight of 3,350 lb. With its long hood and sloping rear combined with the fender installed headlights, the 1938 Zephyr look modern compared to the competition: the 110 Packard, Cadillac’s La Salle and other GM products.



Compare the 1938 Zephyr’s graceful, sweeping lines with its competitors,...



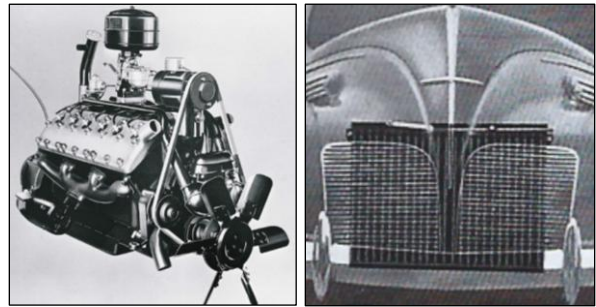
the 1938 Packard 110 or...



the 1938 La Salle.

The gear shift lever was unique as it was mostly concealed by the center console. Three people can easily sit in the front seat without the shift lever interfering.

The V12 engine of 267 cu in produced 110 HP and was almost silent in operation. The overheating problems of prior years were addressed by relocating the radiator lower and redesigning the front end to allow better air flow thru the kidney shaped grill.



The V-12 with its crank-driven cooling fan turning directly behind the low mounted radiator as depicted in this phantom view which shows the radiator mounted directly behind the kidney shaped grilles.

From Wikipedia:

(Quote)

“The Lincoln-Zephyr was extremely modern with a low raked windscreen, integrated fenders, and streamlined aerodynamic design. It is noted for being one of the first successful streamlined cars after the Chrysler Airflow’s market failure. In fact, the Lincoln-Zephyr actually had a lower coefficient of drag than the Airflow, due in part to the prow-like front-end on the Zephyr. The Lincoln-Zephyr succeeded in reigniting sales at Lincoln dealerships in the late 1930s, and from 1941 model year all Lincolns were Zephyr based and the Lincoln-Zephyr marque was discontinued. Annual production for any year model was not large but accounted for a large portion of the Lincoln brand’s sales. For 1938 a Convertible Coupe and a Convertible Sedan was added to the line.

The Zephyr was powered by a small 75° V12 engine developed from Ford’s Flathead V8 and unrelated to the larger K-series Lincoln V12 engines. The

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valve-in-block flathead engine was quite compact, allowing a low hood. But like the V8 Fords of the era, the Zephyr V12 often suffered from hot spots due to exhaust passages through the cylinder block. In addition, the earliest Zephyrs suffered from poor oil pressure, resulting in upgrades to the oil pump.

The 1936 to 1939 models were 267 cu in with hydraulic lifters added in 1938. The original engine had 110 hp and gave the car a top speed of 90 miles per hour. Suspension was by Henry Ford's beloved transverse springs front and rear, with dead axle front and torque tube rear, already seen as outdated when the car was introduced. Brakes were cable-activated for 1936 to 1938; 1939 and onwards were hydraulic".

The members thoroughly enjoyed the program – a continuation of the 75th anniversary year of Ford products presentations. Thanks for the hard work by Keith and John.

Consumers Reports, February 1938

(Quote)

"Lincoln Zephyr V-12. Del'd Detroit, \$1409 [\$1388]; del'd NYC, \$1461 [\$1440]. Trunk included.



The Model 760A

Riding qualities, good; roadability (sic), very good; vision, excellent. Seats are at the maximum height for comfort. Head room over the rear seat has been increased. The tunnels in front and rear floors have been greatly reduced for 1938, in part by the use of hypoid gears.

The engine operates more quietly and its freedom from service expense is somewhat increased by the adoption of hydraulic valve lifters. Gasoline mileage should be higher than for other cars in the group with the exception of *Graham*. The unit body and chassis construction, the excellent vision, and the comfortable seating position are outstanding features of this car. But steering, shock absorber control, riding qualities and interior noise level are below the standard of this group."

(End Quote)

OUT & ABOUT

The Lincoln-Zephyr Owners Club Gathering of the Faithful 45: A Meet Report

By John Sweet

If the first weekend in May found you looking for a gathering of early Lincoln's, Westminster, MD, would have been the place to be. Located in the eastern farm belt just west of Baltimore, Westminster is a bustling place that hosts, among other things, lots rolling fields, a quaint little downtown, Random House Publishing and several very nice antique malls – and for a few days in early May, a beautiful collection of Lincoln's.

It was the perfect place for the Lincoln-Zephyr Owners Club and the Lincoln Owners Club to come together for their combined meet from May 2nd through the 6th. Over the past few years the LZOC, which focus on the HV-12 powered Zephyrs, Customs and Continentals from 1936 through 1948 vintage and the LOC, which includes all the big Lincoln L,KA, KB, and K models from 1921 through the end of production in 1939-1940 have joined together and co-sponsored and co-hosted their Eastern National Meets. As always, it makes for a great mix of Lincolns and both clubs have settled in nicely to a relaxed and enjoyable meet routine.

This year the meet was ably coordinated by Eric van den Beemt, president of the LOC. Both he and his wife have lived in the general area of Westminster for many years and know the area well. Assisting him from the LZOC side was Carolyn Henderson, the former long time Chief Judge of the LZOC. Our host hotel for the weekend was the Westminster Best Western Hotel and Conference Center. Located on the outskirts of Westminster, and adjacent to McDaniel College, the hotel was very accessible, was glad to have us and had plenty of room for the meet.

As with any GOF, There were several tours, including Al Pruitt's Restoration Shop in Glenrock Pennsylvania on Thursday, with an afternoon soiree at the van den Beemts residence that evening. It was a delightful event that broke the ice for everyone and hinted at all the fun to come. On Friday, a longer tour was made and included sightseeing tours of the National Fire Museum of Maryland, Ladew Gardens, a spectacular topiary collection that had everyone in awe, and finally the private Carriage collection of Mr. Jack Day.

Our Thursday tour of the Pruitt restoration facility
GOF continued on next page

GOF continued from previous page

ty offered an interesting look into one of the premier restoration shops on the east coast. Now run by Al's son David, the shop handles all facets of restoration; from body work to paint and soft trim, all on site. The small cadre of employees is dedicated, knowledgeable and very forthcoming with tips and tricks of the trade. Of interest to V-8ers, although at this point there was not much to see, Pruitt's is doing a restoration of a '41 Ford Station Wagon for the AACA museum. Should be looker when it's done!



Jack Sweet's '42 rare Lincoln Continental Cabriolet is coming together.

The highlight of the following day's tour was a visit to the Carriage collection of Mr. Jack Day. While carriages use a flesh and blood horse as opposed to the mechanical innards of a Lincoln 12 cylinder engine, it was a none-the-less fascinating look into the coach builders and styles of late 19th and early 20th century horse drawn conveyances. It was easy to see how carriage makers such as Brewster and others became the makers of bodies for many a classic car. In addition, like many a collector, antique cars included, Mr. Day's extensive carriage collection is supplemented with period tack, tools, lamps, actually anything dealing with early carriages. It was a visit that went quickly and was very much enjoyed by all.



GOF attendees look over Jack Day's carriage collection.

Saturday was the concourse day and the show field in front of the Best Western was host to five K

series Lincoln's, six Lincoln-Zephyrs and six Continentals. NVRG members in attendance were David Blum, who drove his 1939 Zephyr Sedan up for the day and John and Shelley Sweet's 1946 Continental Cabriolet. Other cars of interest were Scott Griffin's wonderful '36 Lincoln-Zephyr Sedan and Larry and Susan Butchers '38 Zephyr Convertible. All in all it was neat mix of Zephyr's, Continental's and big Lincoln's all wonderfully restored and neatly cared for.



David Blum, his '39 Zephyr and its previous owner, Jerry Richman.



John and Shelley Sweet's '46 Continental Cabriolet on the show field.

As for the "It's a small world" department, during one of the social events I met an interesting gentleman from Maine who had recently purchased a 1929 Locke bodied Sport Phaeton. Brownie Carson and his wife were heading back home after a visit to his brother in Southwest Virginia. During our delightful conversation, he mentioned visiting an interesting gentleman in Middlebrook who had what he called the "ultimate" garage. When I asked him how he liked Von's garage he gave me a surprised and asked how did I know? I mentioned that Von was a member of our Early Ford V-8 Regional Group and, that yes, the membership at large was glad he was fortunate enough find such a neat place so steeped in Ford history. Brownie said he had a great visit, and was looking forward to another visit in the future. Despite his home in Maine, I told him that the NVRG was "Lincoln" friendly and that out of state members are always welcome! So it seems no matter where you go, even to a Lincoln Zephyr meet in Westminster, Maryland, the Northern Virginia Regional Group is never far away.

RESTORATION ROUNDUP

Measure Twice, Cut One

By Dave Westrate

You have all heard this expression and others, like “assume makes an as---,” etc. The car I am currently working on is a 1939 Deluxe Ford Wagon which we acquired in 1996. It came with lots of extra parts – one of which was an NOS dash board. I have taken this treasure to car club show and tell sessions and have talked about it for years.

Two of my granddaughters, Zvenah and Miriam, have assignments to help me restore the dash and instruments.



Dave believes in recruiting flathead lovers early. “Okay kids, repeat after me: ‘This is a 1939 Ford Standard Station Wagon dash board.’”



Miriam removes screws on the passenger’s side, while...



Zvenah loosens them on the driver’s side.



Out it comes.

To start the process they helped take the dash out, remove the instruments and get the parts ready for the wood grain process at a facility in Pennsylvania. The NOS and original dashes look identical so, of course, I assumed that we would use the NOS one. I had all of the parts packed up and then decided to lay out the parts for one more check. Much to my surprise the original glove box door did not fit into the NOS dash as it has a slightly different shape. I remembered seeing a glove box door in the extra parts. So after an hour in the attic, I found it; lo and behold, it fit the NOS dash but not the original dash.

The original glove box door has two small chrome pieces on each side of the clock while the door that fits the NOS dash does not. The clock in the glove box door is a feature of the Deluxe versus the Standard model (which has no clock) so the NOS is apparently not a Standard dash. Notice how slight the difference is in the photo of one door on top of the other.



Dave’s original glove box door on top of the presumed NOS one.

The good news is that all is not lost in that the original dash and door are usable but the mystery remains as to what the NOS dash fits. One other clue is that the original dash has a reddish brown wood grain paint but the door that fits the NOS dash has a

Roundup continued on next page

Roundup continued from previous page
dark brown wood grain color (the NOS dash is in primer and was never wood grained).



The dash on top came out of Dave's '39 Deluxe Woodie. Can anybody identify the NOS dash at the bottom of the picture?

Please let me know if you think you have the answer to this mystery. Note the \$5.00 price on the mystery door. I wonder if that price was just for the door or included the NOS dash as well?

The True Story of "Budster" – An All-American 1950 Ford F-1 Rouge 239 V-8 Short Bed Pick Up

By Gay Harrington

Nine months ago I did not even own a Ford. And only four months ago I became a member of this wonderful group known as the Northern Virginia Regional Group. The truth is, I am a neophyte. I don't really have a clue what I'm doing. And to be around so many good people who *do know* what they're doing is a real gift—one that I recognize and appreciate more each time we meet. I don't understand engines at all, let alone a Ford flathead V-8 that is older than I am. But life can be simple, and the simple truth is, I've just always liked old cars and trucks. So when I met a man who wanted to sell his 1950 Ford F-1 pick up truck, I didn't want to pass up the opportunity to experience it. I bought it "as is" with a clear title.

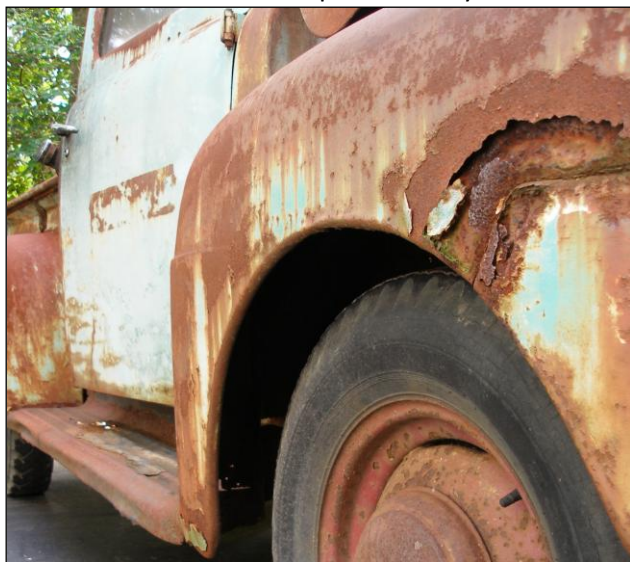


How "Budster" looked when Gay purchased it.

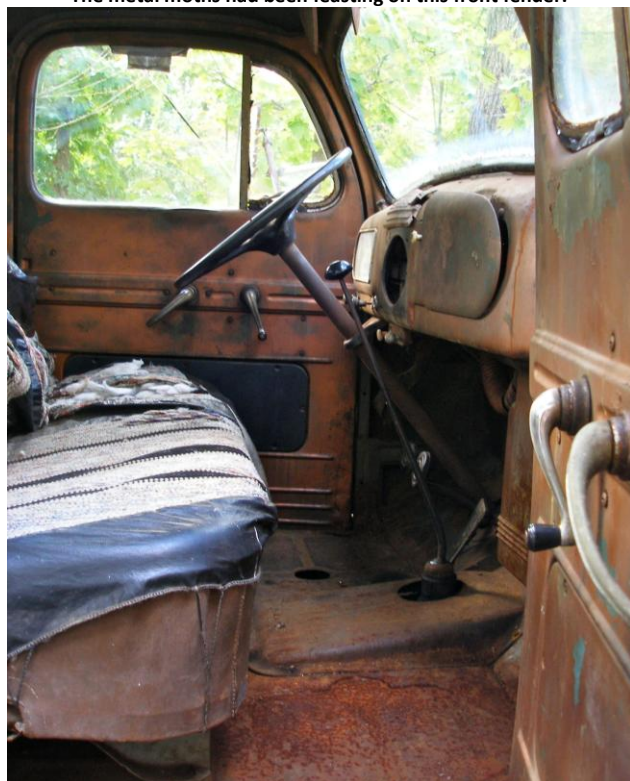
A good friend of mine would later tell me "You

found the 'outside the barn' find." The motor ran, it was all-original, and it didn't break the bank, so I just threw myself into this new adventure.

I started doing research on-line and in the libraries to determine not only the history of my particular truck, but also what I needed to do to get this truck repaired. Initially I thought this truck might just need lots of "repairs," and I was hoping to do some of the "hands-on" repair work myself.



The metal moths had been feasting on this front fender.



The interior, particularly the floor, looks really solid.

Understand that I have a very small garage, few tools, and no automotive talents beyond detailing.

Roundup continued on next page

Roundup continued from previous page

My enthusiasm about this early Ford truck exceeded my ability. With each book I read I knew two things—I was in over my head—and I was excited to be in over my head! After reading a comprehensive “bible” about automotive repair and restoration, I started to understand the differences and distinctions between automotive repairs and restorations (partial, rotisserie, and frame-off). Looking at my rusty gem, I knew it needed restoration, not repair.

Historically, the truck is part of the new “Bonus Built” F-1 truck line that Ford preproduced from 1948 through 1950, which was the first postwar design. Late 1945 - 1947 models were still the prewar design. After the war, Ford was struggling financially and losing \$1 million per day. Chevrolet rose to number one. In order to attract buyers and increase their cash flow, Ford developed a strategy to develop this brand-new truck line. This 1948 to 1950 truck line, with its all-new modern look, design, and comfortable “million dollar cab” was a success, and Ford used the infusion of cash to launch a new line of cars starting in 1949. The year 1950 marked record sales of Ford’s F-1’s with 358,810 trucks sold. This would be the last year of this first “F” series model. The F-1 of 1950 retailed for approximately \$1,200.



F-1s before body drop on the Atlanta assembly line, December 23, 1949, not long after “Budster” was built in Chester, PA. Check out the gas tank resting in the cab. Very interesting that at this point hood is attached upside down and it appears the rear fenders are in the bed.

I wondered what the story behind this particular American survivor was. When and where was it made? What was its original use? What color was it originally (before it was layered in green and blue tones and “updated” inside with a can of copper-colored spray paint)?

The serial number was imprinted on the firewall, so I took a piece of white chalk and popped the numbers out.



The serial number was hammered in just above the firewall seam.

Using reference books I learned the serial number identified the original color by code number (4), the assembly plant (CS=Chester, PA), the day and month of assembly (8 November), and the production or sequence number for this particular vehicle (336). Since the Ford color codes were sometimes different from plant-to-plant and I couldn’t find the Chester, PA color codes at all, I am still not sure if the original color was Birch Gray or Meadow Green. Most sources point to Birch Gray. During the March to May 1950 timeframe, Ford made several changes in the details of its F-1 trucks, most notably moving the floor shift to the column. Mine has the floor shift, which confirmed it was built on November 8, 1949 and sold in 1950. The title, however, lists it as a 1950 truck. There are some interesting facts and photos regarding the Chester, PA assembly plant at <http://www.oldchesterpa.com/ford.htm>

I am at least the fourth owner of this truck. The man I bought it from had it for over thirty years, and bought it from a man in Maryland who bought it from a farmer. The truck was originally purchased as a farm truck. I found these painted words still faintly visible on the doors:

Hardy Bros.

Feed Farm

Poultry and Livestock

Phone Romney 4F02

I wasn’t able to find anything about this company or the phone number.

I put together an array of photos on my laptop, and began calling and visiting places that restore old vehicles, and made phone calls about the engine itself. It seemed to me the engine was not a place to cut corners—I was looking for someone with many years of flathead V-8 expertise.

Meanwhile, I had done all I could safely accomplish under the hood. I had sanded and cleared surface rust from the hood top, cleaned dust and

Roundup continued on next page

Roundup continued from previous page

dirt off the engine, distributor cap, radiator, battery, wires, and (my favorite) polished up the chrome air filter cap.



I realized it needed to be rebuilt or replaced, but I knew better than to mess with the engine. Inside and out I sanded the truck by hand with fine-grade sponges, washed it with a vinegar-water solution, rinsed it with clear water, and dried it. At least the truck was smoother and cleaner for whoever would be getting it. I could visibly see a difference, but knew I wasn't accomplishing much, if anything. I did it for pure fun; to be able to see and touch every inch of this interesting relic.

I decided to name the truck, making it a tribute to two of my all-time favorite guys—my father and his father. So it has become "Budster." My grandfather Lester Harrington ran his own automobile dealership in Connecticut from the 1930's through the 1960's. He wanted his only son, John "Bud" Harrington, to take over the business but my dad wanted to be a Navy man from the time he was eight years old, and that's exactly what he did. Dad was a Mustang, entering as an enlisted sailor after serving in World War II in the United States Merchant Marine. He retired from the United States Navy as a Lieutenant Commander, after serving 30 years. His service included operational assignments during the Korea and Vietnam conflicts. My hope is that a respect for service to our country and an appreciation for American automobiles will come together in "Budster."

It's probably best I didn't know the fine points of restoration when I got a bee in my bonnet to get this F-1. But the story isn't over yet—in fact, there's a new chapter forming for Budster.

Next time: Taking a look at Budster's on-going restoration.

A LIFELONG LOVE AFFAIR WITH V-8s

An Oral History – The Recollections of Buzzy Potter
Recorded and edited by Dave Gunnarson. This is the fourth installment in a continuing series. (Ed.)
Buzzy Potter – The 1936 Fords

Two in a Million

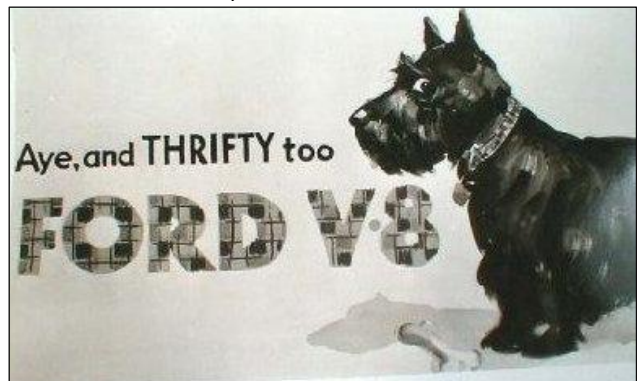
I bought another 1936 Ford as a rainy day car at Hershey. Once I got the title and looked at the serial number it seemed awfully familiar. Sure enough, it was only two numbers removed from the serial number of my convertible sedan. I'll bet that within 5 minutes they both went off the same assembly line. What's the chances of that out of a million cars in 1936?! But it happened. I've still got this car too.



Buzzy's 1936 Convertible Sedan – one of 5,601 produced.

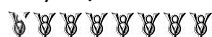


Ford produced 159,825 Deluxe Fordor Touring Sedans in 1936 and an additional 42,867 "Slant Back" Deluxe Fords.





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 or 781 982 8983 (after 7 PM) 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 – 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 12/12



MEMBERS – JUST A HEADS UP! – I have rebuilt over 20 distributors, upgrading them to the 1941 11A weights and shaft. I have only four weights remaining and my source is exhausted. I have called around the country and there are none out there. Yes, Mac's advertises them, however, they are in fact NOS 68 weights. My customers all have been

satisfied. The only difference between the 85 HP and the 90 HP are the distributor weights!! Take advantage of this cheap performance upgrade while I still have the parts remaining. **Cliff Green** 703-426-2662 or cliffgreen@cox.net 12/11



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



Wanted – for '49 F1 6 cyl: Crank handle (40-17036) with 13/16 lug nut socket on one end and a 4-sided provision for extension at other end. Also Crank extension for 6-cyl (51A 17040) - 26 3/8 inches long. **Jason Javaras** 540- 786-5819 03/13



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) '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. Have lots of '49-53 engine parts to trade or sell. **John Ryan** 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



**BACK AGAIN BY POPULAR DEMAND!
NVRG 2013 ANNUAL PICNIC
July 20, 2013**



Come and enjoy a relaxing day at the Zimmerli's bucolic farm in Amisville.

Enjoy:

A peaceful day in the country

Great BBQ

Great V-8 friends

Complete details to follow next month



Father's Day Car Show

at

Sully Historic Site

in

Chantilly, Virginia

Sunday, June 16, 2013

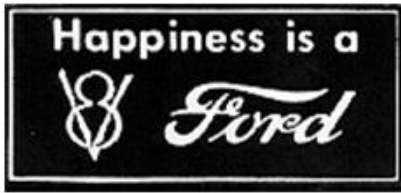
10 a.m. - 3:30 p.m.

*The Early Ford V-8 Foundation & Museum
Proudly Presents a Commemorative Coin
Celebrating the 150th Anniversary of Henry Ford's Birth*



Made with pride in the U.S.A. Each Coin comes in a special, sealed, colorful 10 1/2" x 5" trifold that contains highlights of Henry Ford, his career, his accomplishments and his iconic Ford Rotunda. These limited edition coins cost \$9.95 each plus a small shipping and handling fee. To learn more visit:

<http://www.henryfordcoin.com/>



NVRG Calendar



<u>June</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ice Cream Social and Art Show – Bring the whole family and those Ford, Lincoln and Mercury artistic masterpieces to share with us and be sure to save room for dessert. Other automobile artwork is also welcomed. Refreshments: Dave & Sarah Gunnarson
16	Sully Plantation Father's Day Car Show – a great multi-generational event – bring the whole family, join us for a picnic under the trees and participate in the flag folding. See page 16 for more info.
17-21	Early Ford V-8 Club's Grand National 50th Anniversary Meet – Lake Tahoe CA.
25	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All members welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>July</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBD – Refreshments: Dave Westrate
20	NVRG Picnic – Art and Sarah Zimmerli's tranquil farm in Amissville. Details and map to follow.
30	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All members welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
30	CELEBRATE THE 150TH ANNIVERSARY OF HENRY FORD'S BIRTH! Order an Early Ford V-8 Foundation Commemorative Coin – Order your coin here.
<u>August</u>	
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Grand National Meet Diamond Jubilee Recap – Refreshments: Wayne Chadderton
TBA	Trifecta Tour to Lorton Workhouse Art Gallery, Occaquan and the Clifton Winery. More details to follow
27	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All members welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
28-31	Motorfest V – Sauder Village , Archbold, Ohio. Hosted by the Early Ford V-8 Foundation and Museum

Down the Road



- ✚ September – Drive-In Movie Night
- ✚ September – Vern Parker's 25th Out of the Past Show
- ✚ October – What else but HERSHEY?
- ✚ October 19th – Centerville Day
- ✚ NVRG Fall Memorial Tour
- ✚ June 2014 – [Eastern National Meet](#), Gettysburg, PA



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: **JOHN SWEET** 703-430-5770

Vice President	Jim McDaniel	703- 569-6699 FFX Show	Dave Westrate	703-620-9597
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Programs	Eric Sumner	703-860-1916 Website Content Mgr	Joe Freund	703-281-6282
At-Large	Keith Randall	703-913-5655 Newsletter	Ken Burns	703-978-5939

June Program: Ice Cream Social & Art Show

Mark your calendar! The June Meeting is on Tuesday, June 11th 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