

Northern
Virginia
Regional
Group



Value Clatter



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

www.nvrg.org

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September 2013

Ken Burns - Editor

THE ART, WINE, ETC. TOUR

From the Lorton Prison to the Ice Cream Depot – and Stops In-Between

By Editor – photos by Editor, Cliff Green and Greg Mensinger



We've done a couple of "Trifecta" tours before but I can't remember a "Quadfecta." Yes, it's actually a word in Wiki. As Casey Stengel said "You can look it up." After assembling at our usual spot at Fair Oaks Mall, Keith and Susan Randall ('38 Deluxe Fordor) led Hank and Cindy Dubois ('35 Three Window), David and Norma Blum ('39 Lincoln-Zephyr Fordor), Ken and Helen Burns ('41 Super Deluxe Woodie) and others driving more conventional vehicles (Jim LaBaugh; Hank and Bea Amster; and Greg Mensinger and Elaine) on a leisurely drive down Fair Lakes Parkway, Fairfax County Parkway and then down Route 123 to our first stop at the [Lorton Workhouse Art Center](#). Art, Sarah and Steve Zimmerli; Cliff and Sandra Green and Benny Leonard

Quadfecta continued on page 3

Up Front with the President



September 2013

I was recently talking with a friend who is in the computer repair business. He was lamenting the fact that the youngsters who come to him looking for a job today, while smart and capable when it comes to software, are clueless when it comes to the hardware side. He told me that in the "old" days of the late '90s and early 2000s that the young kids who came in for interviews knew computers inside and out. They could take a pile of parts and turn it into a working computer seemingly with their eyes closed. Swapping out memory, installing an updated mother board or adding a larger drive was all part of the fun and the learning. It was something they grew up with. Today, noted my friend, it's not the hardware, but rather the software and code writing that's the glamorous side and it's much easier to buy something than to build or rebuild.

Contrast that with 50 years ago and replace the word "computer" with car. Whether it was working on the family Ford, or, if you were lucky, your own, you knew what made your flathead motor work because you were constantly under the hood; taking things apart and putting them back together to achieve the nirvana of mechanical perfection. While many of us may not have gotten jobs in the automotive industry, the joy of working on our Fords has translated into a life long hobby and a really great club. So even if you are new to the hobby and the joy of flathead Fords, and may not have acquired all the mechanical acumen that you'd like to have, the NVRG is club is filled members that have a collective wisdom that constantly amazes. If you keep up via the listserver feed, you know that these questions get answered in some form or fashion.

It's this enjoyment of working on our Fords, Lincolns and Mercurys and that wonderful feeling of driving down the highway that keeps our hobby going. As summer ends and we head towards fall, keep in mind that our knowledge about our cars is not only what keeps our Fords rolling on by, but is what keeps our club fun and relevant as well. It's something to think about as you drive your car to the Drive-in movie event on Saturday the 21st of September.

See you on the road!

John



Quadfecta continued from front page
 (1930 Model A Tudor) were waiting for us when we arrived.



Most of us remember the Workhouse Art Center as the Old Lorton Reformatory where prisoners from the District of Columbia were incarcerated. However, the last prisoners were moved from Lorton to other Federal facilities in November, 2001. In early 2002 Fairfax County purchased the 2,324 acres formerly occupied by the prison and began developing the property. Much of it was sold for private development but Fairfax County retained the rights to the 511 acres now leased by the Art Center.



John Mason, former mayor of Fairfax City (and a big supporter of our annual car show) gets an assist from Benny Leonard as he explains plans for the continued development of the Art Center.

After being welcomed by Art Center President and CEO John Mason we were free to wander about the various art workshops and view work by resident artists and art classes in session. Most of us also spent time in the Center's museum that highlights important events in the prison's history. It was established in 1908 by President Teddy Roosevelt as a reformatory where men convicted of public

drunkenness and other petty crimes were sent to be "penitent" and "reformed" by honest labor in the fresh air of bucolic Fairfax County. Less than a decade after opening, a dark chapter in the prison's history unfolded in 1917 when Suffragette protesters were held and abused in Lorton after being arrested during a voting rights demonstration in DC.

After touring the Art Center we took a quick run down the hill into historic Occoquan for lunch at Madigan's Waterfront Restaurant. Although the town was teeming with tourists on a beautiful Saturday we all eventually found a place to park within easy walking distance of the restaurant.



Greg Mensinger & Elaine, Cliff & Sandra Green, Bea & Hank Amster and Keith & Susan Randall are all smiles.



Norma Blum, Benny Leonard, Steve Zimmerli and David Blum shared a table at Madigan's.



Rounding out the group of "Usual Suspects" were Jim LaBaugh, Sarah & Art Zimmerli, Hank & Cindy Dubois and Helen Burns.

Quadfecta continued on next page

Quadfecta continued from previous

After a leisurely lunch and convivial conversation, most of us headed back up the hill to the Paradise Springs Winery, a small, family-owned destination winery in Clifton bordering the Bull Run River. The beautiful weather also brought out a large crowd who were enjoying the picnic grounds, winery tours and wine tasting. We soon found a cozy sofa on the deck where we enjoyed some wine and live music by an excellent local folk group.

To top the day off we stopped by the Ice Cream Depot in Clifton's Historic District for a soft-serve treat before heading our separate ways. Many thanks to Art and Sarah Zimmerli for organizing a tour filled with art, history, food, wine and ice cream. Lastly, thanks to all who attended and contributed to a fun-filled day.



Ken Burns' 1941 Woodie and Hank Dubois' 1935 Three Window bask in the afternoon sun in Clifton at the end of another great NVRG tour.

GRAND NATIONAL MEET RECAP

Drive to the Lake in Your Early Ford V8

By Jim LaBaugh – photos by Jim LaBaugh, Jim McDaniel, John Sweet and John Ryan

At the start of the meeting we welcomed prospective new members Kirk Mitchell and his son.

It was only fitting that Jim McDaniel was the MC at our August meeting. After all, he had driven his '51 Cruiser to the Lake Tahoe meet.



Jim McDaniel proudly displays his "The Grand Tour" shirt as he kicks off the Grand National Meet Recap program. Pay no attention to the dinosaurs in the background – they're part of a kids' summer camp run at Hunter house during the week.

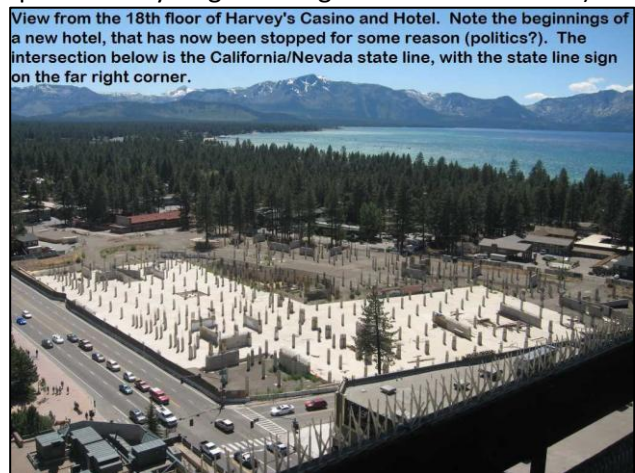
Prior to the start of presentations, Jim showed us many of the items included as part of the registration package; a tote bag with the meet logo and a license plate stamped June 2013 Lake Tahoe with the logo and Together We Celebrate 50 Years.



More meet goodies: a banquet table center piece and Jim's Touring A Third Place Trophy.

The first couple of Grand Nationals were held at Lake Tahoe. Since then, most Grand National Meets have been held in Dearborn every 5 years. The return to the shores of Lake Tahoe, and the proximity of so many California members, produced a great turnout of over 600 registrants, 400 cars, and 900 participants.

The "arm chair tour" of the meet conveyed the size of the event: the numerous cars on the show field, as well as the 900 plus attendees at the welcome party and the awards banquet. Across the side street bordering Harvey's and Harrah's meet hotels was the state of California, and the contrast was noticeable: high-rise hotels on the Nevada side and modest height, low-key buildings on the California side. Also on the California side was the foundation for a new facility whose construction was halted in 2008 due to the banks gambling in securities, and losing - (something that was illegal for banks to do between 1933 and 1999 due to legislation co-sponsored by Virginia Congressman Carter Glass).



View from the 18th floor of Harvey's Casino and Hotel. Note the beginnings of a new hotel, that has now been stopped for some reason (politics?). The intersection below is the California/Nevada state line, with the state line sign on the far right corner.

The buildings in California are limited in height, including a nice complex adjacent to the meet

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casinos that contained the aptly named Stateline Brewery (a brew-pub), a hotel, a movie theater complex, many restaurants and shops, and plaza with a gondola to the top of the mountain, the backside of which is the Heavenly ski area - one of the largest ski areas in the world. The plaza also is the site of weekly Friday night cruise-ins featuring many hot rods, and other vintage vehicles.



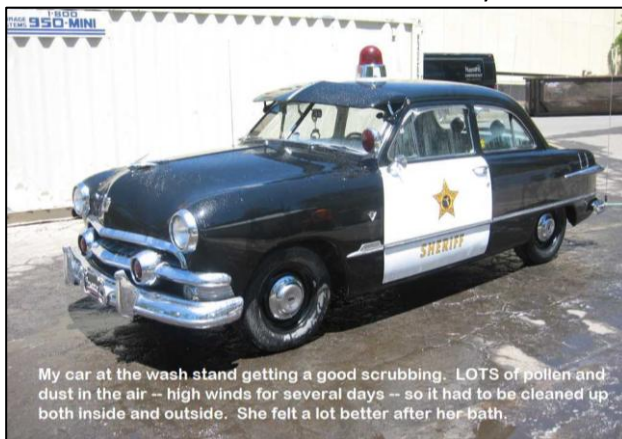
The joint Lincoln-Zephyr Club of America and the Lincoln Owners Club meet was taking place concurrently with the Grand National. As a result many Lincolns were on the field, including some spectacular ones in the rouge class. So many vehicles on the field with various classes and years mixed together made voting for Touring and Touring A challenging.

Conifers around the edge of the field, meant that pollen was constantly being deposited on the cars, providing an interesting patina. It also helped judges spot body filler. At times when the breezes really intensified, clouds of yellow pollen wafted over the entire field. Jim McDaniel's presentation pointed out many of the interesting vehicles on the field including a red Fire Chiefs' car with all of the chrome and bells and whistles one could imagine, and then some, as well as many modified cars. One of the more unusual was a Jensen Ford, with definite European styling influence.

The great weather made judging day more bearable than in more humid climates. In fact because of the dry air and elevation - over 6,000 feet, people had to be reminded to hydrate. One of the highlights of the aftermath of judging were Jim's photos of famed Woodie guru Nick Alexander going over the scoring sheet with Bill Simons that ultimately enabled Bill to receive his second Dearborn Award for his 1949 station wagon. Jim received third place in Touring A. As previously reported, Jim and his

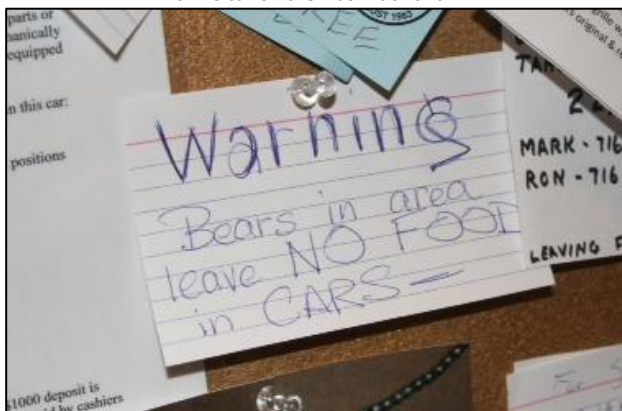
1951 Custom Tudor attracted considerable attention all week.

Those who parked on the show field were warned not to leave food in their cars, because bears are in the area and would claw through metal to forage for food. This helped explain why the car clean-up wash station just below the show field was posted to be aware of bears. No bears were in sight at the flea market and car corral in the parking lot of the Horizon Casino Resort next to Harvey's.



My car at the wash stand getting a good scrubbing. LOTS of pollen and dust in the air -- high winds for several days -- so it had to be cleaned up both inside and outside. She felt a lot better after her bath.

Jim's car on the wash rack and...



the warning sign posted on the bulletin board!!!

The Horizon is scheduled for demolition soon because the legalization of tribal casinos in California definitely has reduced the number of visitors to the Lake Tahoe area whose primary interest is gambling, rather than skiing, watersports, biking, or hiking.

Jim showed photos of a California highway patrol car that stopped by his 1951 Custom Tudor. After exchanging pleasantries, the California Patrolman suggested they have a "siren war." The result got lots of notice from everyone on the field and throughout South Lake Tahoe. One photo showed kids of the owner of a shop Jim had stopped at. The kids loved the car, and just after Jim briefly turned his siren on and off, official sirens were heard from

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 many official vehicles converging at a shop nearby in
 the same strip mall.



Jim always has time for the kids – those smiles are priceless.

Many photos featured NVRG members (such as Chris Saunders – one of our U.K. members) and others, including Dick and Joan Rial from the Richmond Regional Group, feasting throughout the week.



Around the table: Dick Rial, Bill Simons, Bill Tindall, Jim McDaniel, Sylvia Tindall, Liz Simons, Joan Rial, Patty & John Girman, John Ryan, Jim LaBaugh, Maury Roesch and Bill Selley.

Next, John Ryan showed photos of some early Early Ford V-8s encountered on the show field. Among these was a very rare early '33 Tudor that has skirt-less fenders.



Compare the “skirtless” fenders on this early '33 Tudor seen at Tahoe with the fenders on Ray Lambert’s 1933 Tudor featured in our 2013 NVRG calendar.



It’s easy to see the “skirt” on the front fender of Ray Lambert’s '33 Tudor as it appeared in our 2013 calendar.

It was great to have John take us through this great photo tour of these classics, including some with amazing modified V-8s under the hoods. Yet many of the modifieds appeared stock on the outside.



This 1932 Roadster with a modified 28 stud flathead for power was in Touring A at the NGM.

President John Sweet's photo tour concluded the photo show. Because he was not able to attend, his PowerPoint presentation was captioned. Many Lincolns were shown, including a remarkable Rouge Class 1932 Lincoln K that barely showed wear on either the finish or interior. John's presentation included scenes along the Grand Driving Tour along the eastern flank of Lake Tahoe, winding over the mountains and to the west to Reno, NV, over the Gardiner Grade to the old mining town of Virginia City (yes, of Bonanza TV fame). The Gardiner Grade was the major route between Reno and the Comstock Lode (the place of the first major silver discovery in the U.S. in 1859).

The variety of what occurred during the Grand National was evident from all of the photos shown by Jim McDaniel, John Ryan, and John Sweet. Jim also mentioned that he, along with Char and Bill and Liz Simons will present a photo tour of their drive to the meet and back again as part of the program for
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the November meeting.

Thanks again to the presenters for a truly enjoyable photo tour of the Meet, and to Wayne Chadderton for the refreshments, all of which made for a great August NVRG meeting.

OUT & ABOUT

Woodies in the Cove

By Mr. Torque – Roving Correspondent

One of the unanticipated benefits of participating in the Grand Tour to Lake Tahoe was the decision to end our cross country trip in Cape Elizabeth Maine, where we have spent our summers for the past several years. As if I hadn't had enough "old car" experiences when we arrived, I went online to see what car events might be upcoming around us in southern Maine. There were several small town car shows listed but one in particular jumped out at me; **Woodies in the Cove**, August 17th in Ogunquit Maine. I called the organizer, Sonny Perkins, who told me he expected over 40 Woodies to register for the event. When the 17th arrived I got an early start for the 1½ hour drive and arrived about 8:30am. Although I was in unfamiliar territory, I knew I was in the right place when I spotted a pristine black '40 woodie parked at the top of a large parking lot. As I was the third car to arrive, I was greeted and given a place to park. Over the next hour an additional 20+ Woodies arrived of all marques [unfortunately not 40 as originally indicated.] There were Pontiacs, Packards, Chryslers, Chevys and Oldsmobiles, almost every one in beautiful restored condition, but not surprisingly, Fords were the most numerous. One of the participants was Grove Newcomb who drove his Rouge '40 down from Lake Sebeago. The faded paint, the darkened wood, and the nicely worn interior were just as Henry made them. He bought it 19 years ago with 40,000 miles on it.



A pair of Yosemite Green '40s at Woodies in the Cove.
We talked a bit and I hope I convinced him to

register for the Eastern National meet next June and drive his car to Gettysburg.

Another interesting vehicle was the Sardine Bus, a 1947 Dodge Woodie which was custom made to transport workers from their living quarters to their jobs at a sardine processing plant in Maine. [Click here](#) for more information on the history of this truly unusual Woodie.



There was a film crew there to record the event for a TV show called "Cruisin' New England" with Paul Menett as the host and I was interviewed about my cross country trip. Supposedly it will be aired sometime next spring on the New England Sports Network, NESN.



The TV star.



This neat '42 Woodie sports a sun visor, dual mirrors and fog lamps.
Cove continued on next page

Cove continued from previous page



This modified '39 Standard displays "WAZ A TREE" on its license plates.

The day ended with a police escorted caravan of all the Woodies slowly through town with natives and tourists alike lining the street with their cell phone cameras out. It was quite a sight! I plan on attending this event next year, but unfortunately without my car.

Fords on the Farm

By Dave Westrate

Eric Sumner won a 2nd place trophy on August 3rd in the tractor pull competition at the 4-H Fair at Fairfax County's Frying Pan Farm Park. Eric has recently taken a position with the County to maintain the 50 pieces of historic farm equipment that are used day to day on this operational 1920's era farm in Herndon, Va. The farm hosts thousands of people every year and is a great educational venue for children.

Eric was able to get a 1923 Fordson tractor up and running in top shape and drove it in the small tractor division. On his final pull of the night the sled held 3,500 pounds!! Competition officials had to move him to his own lane because the spikes on the Fordson's steel wheels were tearing up the regular track bed. There were 25 tractors competing in all of the divisions. Eric says that "there is a lot of Model T technology in that old Fordson."



Eric on the 1923 Fordson. Check out those cleats!

Nancy and Eric's son Nate also competed in the lawn tractor division driving a 1958 Copar Panzer which was manufactured in Laurel Md.



Nate and proud Papa Eric.

Metal Moths Move Over!

By Dave Gunnarson

While on a long distance driving trip to see National Parks in southern Utah this summer, I came across this scene and did a double take in Cortez, CO. I kept looking for early Ford V-8's along the road, but seldom looked up high. I just happened to see what looked like an upside down shoebox Ford on top of a building with something on top of the undercarriage. What??? I did a U-turn and came back for a closer look.



This is what I saw. It looks like metal vultures picking the meat off that old shoebox Ford. Turns out it was a clever advertizing gimmick for a scrap metal company. It was certainly the strangest Ford I encountered on the entire trip and most definitely the one that got the greatest amount of laughs. I've heard of "metal moths", but never "metal vultures!"

Moths continued on next page



I called and spoke to the owner to get the story of this creation. Unlike the scrap metal dealers in Northern Virginia who don't sell back anything they purchase, Belt Salvage sells back to the public and one market is local artists. He said one artist who purchases scrap metal from him approached him with the idea, and the sign was born.



He mentioned that they are in the process of creating a web site (www.beltsalvage.com) which will feature works of local artists who use materials purchased from him. You can check out their YouTube video to get a sense of their operation: <http://www.youtube.com/watch?v=9K5xjuazfHw>

WOODIE RESTORATION ROUNDUP

Re-restore

By Cliff Green

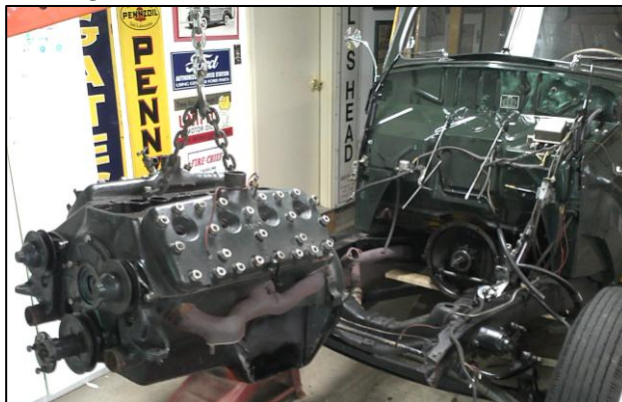
I painted the Woodie with nitrocellulose lacquer about 30 years ago and the check and craze marks were starting to show. I encountered acid rain once and had to polish it out losing lots of paint to the point that the hood changed color. My Dearborn Woodie had become a six footer. I knew I could repaint it again using lacquer (still available) but worried that my arm would fall off with all the

sanding and polishing.

My brother-in-law visited a couple of weeks from Portsmouth. He owns a collision repair shop that did \$1.6M last year. "Would you be willing to paint the fenders and hood if I delivered them?" "Sure, bring 'em down." Would you believe I disassembled the front clip and right rear fender in one day? The left rear was hit by a deer and repaired by Charlie Frantz out at Great Expectations in Front Royal using a single stage paint. I brought the parts down in my Ranger (7' bed) and greased the body man and the painter to pay special attention. I expect the finished product in a couple of weeks. I will paint the cowl myself in single stage, like they will, using the remaining paint.

Best part about this arrangement is: I know the job will be perfect, no worry about the bill be padded with extra hours and it will be finished in weeks!

Well, with the front end gone, I decided it would be a good time to use the access to: pull the engine and replace flywheel with a balanced one with a 10" clutch, replace the brake hoses, and fix the leaking steering box once and for all.



With the front clip gone Cliff removed the engine by himself.



Bill Selley taps the new flywheel into place.

Roundup continued on next page

Roundup continued from previous page

As an aside, the silicone brake fluid has been in the car since 1976! Time to flush!

The engine bay was easy to clean up as it was painted 40 years ago and the paint still shines. The beauty of this re-restore is that everything comes apart real easily!

I bought a firewall insulator with the correct chicken scratch pattern when they first came out many years ago. This time I intend to install it!

Stay tuned!

1939 Deluxe Progress

By Dave Westrate

Dave and Barbara Westrate's granddaughters Eve (left) and Jane (right) took time out during their recent trip from New York to help their Granddad polish the 74 year old stainless steel trim on the '39 Deluxe Woodie grill.



I've also made progress on constructing the new roof. A full report will follow eventually.



Progress on the Black Woodie

By Ken Burns

A year ago in the September 2012 Valve Clatter I told everyone about the great support I received when I sent out a request for help installing the

fabric roof on my second Woodie. Here's a quick run down of progress since then.

Essentially, the body from the center post back is completely finished. The roof is finished, trimmed and the rain gutters reinstalled; the tailgate and liftgate assemblies and all locks/latches and weather seals are installed; the rear doors are re-hung and all latch mechanisms and weather stripping installed. All window channels, glass and locks are installed.



That's the finished hood wrapped up and resting on the roof.

Interior. All three seats have been reupholstered using a LeBaron Bonney kit and were installed along with three seat belts for front seat passengers. Windlace around the front doors and the kick panels have been installed. Original firewall insulator was re-installed. Waffle weave insulation under front and middle floor mats was cut and installed (this type of insulation is not used under the middle and rear seats). Middle and rear floor mats were installed.



Front



Middle



Rear



The insulation and front floorboard will need to be removed to install the engine and transmission but all cutting/fitting is now done.

Roundup continued on next page

Roundup continued from previous

✚ Dashboard. The dashboard has been professionally woodgrained, the clock and instrument cluster bezels, speaker grill, ashtray retainer and dash knob retaining nuts have been all been re-chromed. Everything has been assembled including attaching the dash wiring harness to all gauges and switches behind the dash (I'm too old to do it turned upside down on the floor once the dash is installed in the Woodie). The dash plastic and all knobs are original. Amazingly, the clock runs and keeps time!



✚ Next steps. I need to have some bad paint on the cowl redone before I install the windshield. Once the windshield is in, the dash and sun visors can be installed. After that it will be time to put in the engine, throw the fenders and bumpers on and go for a ride. Of course this ignores the million and a half small things that will take up hours and hours.

TECH TALK

The Spring's the Thing

By Clem Clement

The door latch spring on my 1939 peepup failed. Apparently all them womens trying to get aboard my peepup wore out the latch spring. This is the spring that returns the door latch to the closed position after the handle is released. Without the spring, the door stayed closed only if the handle was held in the closed position. This is not a safe situation to be using on the roads at the blinding speeds my '39 motors along at.

It turns out there are 29347570925 shapes and sizes of those springs which are color coded as well. My 39 pickup takes a black spring.

We tried several methods including big hammers and alcohol. Torchy on Fordbarn finally provided the successful process.

I grabbed the long end of the spring tightly in a bench vice. I practiced several times on how to grip the spring properly with strong, needle-nosed Vice Grips. Then wound the center of the spring as tight as I could with the Vice Grips. The center space shrinks as the winding occurs. I then clamped the spring in the wound position with a second pair of

Vice Grips and laid the pair over the proper position on the door latch mechanism. The long spring push end was placed it in its proper position. The inside end of the spring was close to the slot it belonged in. A solid whack on a large drift and the spring jumped into place. The retaining tabs were then bent over into position. Note I wore a full face shield (just trying to protect my good looks for them clamoring womens) during this process having had stitches years ago doing this act with a tailgate spring. Happiness is a door that will stay shut. Maybe I should wire the door shut so none of them womens will be a yankin on the door...



Another Tip from Clem

Have you guys seen the [Gorillatorch](#)? What a neeeeeeto light. I have always had trouble seeing when I work on one of my Junkers. The extension cord light turns the wrong way or I drop it and the bulb flashes or I burn myself on the bulb. A regular flashlight won't point to the work area. I have even tried the lighted tools to no avail. Most of the overhead lights in my garage don't fire any more.

This Gorillatorch has 3 flex arms with rubberized covered magnets on the feet. It stays where you put it and the feet hold your tools and parts. Has a dimmer as well.



I'm loving this light.

WELCOME TO THE CLUB

Mel and Barbara Herwald

12578 Bullpasture River Road
McDowell, VA 24458
540-925-2222

mherwald@mgwnet.com

Mel has a 1941 Mercury Business Coupe he is currently restoring. The car is from California where Mel was living when he bought it in 1969. It has followed him ever since then. There was no rust to speak of. The primer is ready to be blocked. The chassis will be detailed. It has a Columbia.



Mel will be vending at Hershey this year for the first time and he will send us his space info as soon as he gets it. Be sure to stop by and welcome him to the NVRG.



A 1941 Mercury Coupe gets a final headlight adjustment before leaving the assembly line.

THANKS!

By Gay Harrington
Hi All,

Want to thank those who gave me information about the Ford heaters in the 1949 pick ups. I was able to finally find a photo of what I think is the stock (gun metal finish) one and want to share it.

Turns out the one in my truck is not stock--

aftermarket heaters were common, and I think it's a Firestone brand (sharing photos of the before and after). Truck is coming along nicely and should be here by October.



Stock 1949 truck heater.



Firestone heater then...



and now.

Again, thanks to everyone who (correctly) told me about the Ford heater!

LOOKING FOR A FEW GOOD V-8ERS

The NVRG is Looking for 2014 Board Members

By John Sweet

Looking for a way to expand your horizons in the NVRG? Want to get more involved in the Club? The Nominating Committee under the able command of Jim McDaniel is looking for candidates for the Board of Directors and committee chairmen.

The Board of Directors is composed of ten Directors who serve a two year term. Five Directors are elected/re-elected each year so as to stagger the Board members' terms. No prior experience or special skills are needed for most of the positions.

The Board meets 11 times a year on the last Tuesday of each month, January through November. Our meeting locations vary, although for the past several months we have been meeting at the Country Club of Fairfax. Board meetings start at 7:30 and usually end by 9:00 pm. Often, Board members will meet an hour earlier for dinner and talk about the latest happenings. It's a great way to get know your fellow Club members better, plus the added benefit of helping the Club grow and have fun. Following are the positions and types of jobs that are available as a member of the Board of Directors:

Officers

- President
- Vice President – Jim McDaniel 2013/2014
- Secretary – John Ryan 2013/2014
- Treasury – Wayne Chadderton 2013/2014

Current Standing Committee Chairs

- Fairfax Show
- Web Technical Manager
- Web Content Mngr – Joe Freund 2013/2014
- Valve Clatter Editor
- Membership
- Programs
- Property
- Refreshments
- Tours
- Historian
- At-large – Keith Randall 2013/2014

Standing Committees are determined annually by each new Board of Directors to best meet the needs of the Club. The Board of Directors also appoints non-voting Board members to serve as Committee Chairs, as needed, to fill vacant positions.

If you're interested, please contact Jim McDaniel

so your name can be added to the slate. Being a Board member or Committee Chairman is fun, rewarding, and worth the time. Please consider calling or dropping a line to Jim at 202-409-4459 or jim.mcd@cox.net before our September 10th meeting. He'll be happy to answer any questions you may have about any of the available positions. We'd be glad to have you.

COMING SOON – NEW CLUB GOODIES

2014 NVRG Calendars



Thanks to the outstanding efforts of Cliff Green and Jim McDaniel, our 9th annual calendar will be available in time for Hershey. It contains 11 never before featured Fords and Lincolns plus a stunning shot of Bill Simons' '49 Woodie and Jim McDaniel's '51 Cruiser in Yellowstone National Park on their cross country return trip from Tahoe.

They're still only \$15. Contact Mark Luposello Drspdracer@aol.com to order some for yourself and grab a bundle for your swap meet space at Hershey.

Club Apparel

The Board of Directors is finalizing details for new NVRG T-shirts, ball caps, polo shirts and jackets. They will be ready before the Holidays so put them on your wish list. More details to follow.





**Armed Forces Retirement Home-Washington, DC
56th ANNUAL ANTIQUE AUTO ASSEMBLY**

Sunday, October 6, 2013

- 8:00 a.m. Complimentary Refreshments
 - 8:30 a.m. Registration
 - 11:00 a.m. Assembly & Judging
 - 12:15 p.m. Nation's Capitol Model 'T' Club Demonstration
 - 12:30 p.m. Award Presentations
- Entertainment by Resident DJ Billy White
Dash Plaques will be given to each participant

Antique, Modified, Military, Motorcycle (Circle one category)

Name: _____ Phone: _____
 Address: _____ Email: _____
 City: _____ State: _____ Zip: _____
 Car (make/model): _____ Year: _____ Club: _____

Participants are invited to attend and display their cars at the Community Oktoberfest sponsored by Friends of the Home located on the Driving Range immediately following the Car Show. **RSVP appreciated.**

Yes, I will display my car at the Oktoberfest: _____

Main gate is located at 100 Upshur Street (Eagle Gate)

Email to: mary.catherine.murano@afrh.gov or nicole.chappell@afrh.gov

Or fax to 202-541-7621

Contact phone numbers: 202-541-7637 or 202-541-0934

Mail to: AFRH Recreation Services
 3700 N. Capitol Street NW, #570
 Washington, DC 20011-8400



For Sale – 1940 Ford Deluxe Coupe. Body off restoration, all original metal, 34,050 original miles, 1,375 miles since restoration. Mandarin Maroon, whitewalls, all wheel rings, radio and heater, skirts, headers, Smitty duals. Always a trophy winner. \$49,000, NoVa area. **Jerry Bowie** 540-687-6610, 540-295-0644 or Coachnuts@earthlink.net 07/13



For Sale – 1936 Ford Convertible Sedan (trunk version). 80% restored – needs completion. Call for full details. **Wayne Handy** 840-746-1376 07/13



For Sale – 1951 Ford F1 Panel Truck – All original survivor - not hot-rodged. Owned it since 1992. Runs cool. Much work done on the engine/running gear. Needs body work and paint but no large dents or structural problems. Work done: includes all rebuilt brake and master cylinders - bored and lined with brass by White Post, new metal brake lines and hoses; gas tank rebuilt/relined, painted POR silver, new shocks, complete new floor pans, fiberglass firewall barrier and correct floormats. New exhaust, complete engine tune-up, carb rebuilt, rebuilt generator, new regulator, complete new wiring harness by Tyree Harris, all new head, parking and tail lights, turn signals with flashers, custom 3-point seatbelt harnesses. New driver side window channel and glass (not installed). Many extra parts: rebuilt radio, NOS speedometer, heater, right side window channels and moldings, etc. Recent NADA Classic Car Blue Book value truck was \$28,600/11,950/6,550. I'm asking below average \$9,600 but will consider a sincere, reasonable offer. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630 – 540-635-6865 (P) or 703-408-8372 (C) 11/10



MEMBERS – JUST A HEADS UP! – I have rebuilt over 20 distributors, upgrading them to the 1941 11A weights and shaft. I have only four NOS 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 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 NOS parts remaining. **Cliff Green** 703-426-2662 or cliffgreen@cox.net 12/11



Wanted –Anybody got a decent '35 Ford horn they want to sell? I have a decent can - the guts are beyond rebuilding. Any leads appreciated. **Nick Arrington** nta1153@verizon.net or 703-966-8422 08/13



Wanted – 1935 Front Perch Bolts – **Nick Arrington** - nta1153@verizon.net or 703-966-8422 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



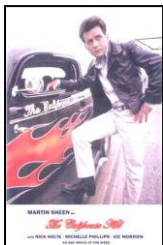
Wanted – Two good, rebuildable Stromberg 94 carbs. Marked 21-29 on one side and Ford on the other. **Ray Lambert**. 703-491-4471 (H) or 703-595-9834 (C) 08/12

OUR SERVICE POLICY:

Not "something for nothing"...but doing what is to be done *promptly, intelligently and economically.*

Your Ford Dealer

SEPTEMBER DRIVE-IN MOVIE WEEKEND



🦅 Saturday, September 21, 2013

Depart Fair Oaks Mall @ 2:00 PM and caravan to Stephens City, VA via Routes 50, 340 and 277.

Arrive in Stephens City and, for those staying overnight, check into the Holiday Inn Express @ about 4:00 PM. **Note:** A block of non-smoking rooms is being held for us until September 14th. Call the Holiday Inn at 540-869-0909 by Sept. 14th and ask for a room from the Early Ford V-8 block under John Sweet's name. Price is \$75.00 plus tax.

We will rendezvous at the hotel with those driving in from the surrounding area and then walk to the nearby [Butcher Block Buffet](#) where we have a 5:00 PM dinner reservation. After dinner, we will drive to the Family Drive-In Theater in time to enjoy the movies which should start @ about 7:30 PM. Bring an FM radio/boom box, lawn chairs and a sweater or jacket just in case it's cool.

🦅 Sunday, September 22, 2013

After breakfast at the Holiday Inn we'll head down US Route 11 to Strasburg and visit the historic [Strasburg Museum](#). Learn about the great train raid of 1861 when then-Colonel Thomas "Stonewall" Jackson raided the Union forces to the north, captured B&O Railroad locomotives and rolling stock, had them hauled overland to a rail line near Strasburg and later sent South to serve the Confederate war effort.

Once finished in the museum we'll head north back up Route 11 for lunch at the charming [Wayside Inn](#), reputed to be the oldest continuously operating inn in the United States. If the name sounds familiar it's because we dined at the Inn last year as part of our drive-in movie weekend.

Following lunch we'll tour nearby [Belle Grove Plantation](#), the site of the [Battle of Cedar Creek](#).

Our route back to Fairfax will be along beautiful VA 55.

🦅 So:

- (1) Mark your calendars for September 21 & 22,
- (2) Make your hotel reservations by September 14th if you plan to stay overnight, and
- (3) By September 14th, call John Sweet at 703-554-5345 or send him an e-mail at speedbird201@gmail.com, if you plan to participate in some or all of the activities so that he can include you in the caravan and make reservations with the museum and restaurants. Then, join us for this fun-filled weekend!



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September Program: Snake Oil!!!

Mark your calendar! The September Meeting is on Tuesday, September 10th 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

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Early Ford V8 Club
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