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

www.nvrg.org

Volume XXXV, No. 10

October 2013

Ken Burns - Editor

THE END OF AN ERA

Vern Parker's Final Street Dreams Invitational Car Show

By Editor – photos by Editor and John Sweet



VernParker.com

"Street Dreams"

An era came to a close on Sunday, September 1st when Vern Parker hosted his 25th and final "Street Dreams Invitational Car Show." For those who are new to the old car hobby or to the DC metro area here's a short explanation. When I first met Vern he was a syndicated automotive writer for the *Washington Times*, writing a weekly column, *Out of the Past*, about a vintage car. His construct was fairly simple: he featured non-modified vintage vehicles that were at least 25 years old and he didn't repeat a particular car – only one 1941 Ford Super Deluxe Woodie, only one 1946 Ford Super Deluxe Tudor, etc. A 1941 Deluxe Woodie would have qualified but not another Super Deluxe Woodie. Vern, with the sponsorship of the *Times*, hosted an annual car show that featured only those cars that he had featured previously in his weekly column, hence the "Invitational" part of the show title. My car was featured in the *Times* on June 16, 1995, and over the years that followed I attended most of Vern's shows at the Spring Hill Recreation Center in McLean. It was always a special show because everyone who displayed a car shared a unique bond – their car had been in Vern's *Out of the Past* column. The variety on display always amazed me: domestic and foreign; passenger



Panorama of a previous Street Dreams

Dreams continued on page 3

Up Front with the President



October 2013

Normally when October rolls around thoughts turn towards Hershey. While it brings pleasant thoughts and warms the cockles of my heart, my thoughts are actually focused on two very different things this October: first, my upcoming up second wedding anniversary and secondly, the members of NVRG

I find it hard to believe that come the end of October I will have two years of marriage under my belt. It seems like just yesterday that Shelley and I were planning, spending and preparing for the big event. The day went by in a blur. We had lots of fun and were surrounded by all the love that comes when family and friends come together to celebrate. Despite typical wedding day fears, the whole event went off like clock-work. My only disappointment (and a personal one) was that I was unable drive my Lincoln in the wedding. In the general scheme of things it was a minor disappointment. Two years later I am still sometimes disappointed - but before I go farther let me clarify by saying my disappointment is with the car - certainly not with Shelley! It's hard to believe, that the fun Shelley and I are having fun has been going on for two years! Of course, like an old flathead, there are minor inconveniences that crop up every now and then like the marriage equivalent of vapor lock or a hot running flathead (mine of course!) but just like my Lincoln, you fix what needs to be fixed and hit the road again for more miles of bliss. And two years later on the marriage road I can say that being married to her is the most wonderful part of my life ---- and more work is needed on my Lincoln!

Which brings me to the members of the NVRG. Over the past decade or so I have been a part of this organization, it has also been a wonderful part of my life. This is, very simply, because of the great members that we have. The club has been, is, and I hope it always will be, a great outlet for friends, fellowship and fun. Over the years I have come up with a list of traits that seem to be a big part of each member of the NVRG. These are:

- ✚ We all love cars in general, but the warmest spot in hearts their hearts are reserved for Flat-head Fords, Lincolns and Mercurys.
- ✚ We are all friendly and inviting club. Our current record enrollment reflects this.
- ✚ We like to get involved. Be it tours, club administration, coming to club function, or simply helping out a fellow club member, NVRG members make things happen.
- ✚ We have a vast body of knowledge about a multitude of subjects and we don't mind sharing.
- ✚ We have one of the best club newsletters that I have ever seen anywhere and a long string of editors who have always gone the extra mile for a quality publication and a cadre of contributors who never cease to amaze! (see bullet # 3!)
- ✚ We love going to Hershey!

I suspect other clubs have these traits as well, like the 5 regions that made the 50th Grand National a success, yet I think NVRG members are definitely special and it has been a pleasure being the president of such a wonderful bunch of enthusiasts. I look forward to seeing as many of you as possible at Hershey, either at one of lunch time rendezvous at Chocolate World, dinner at Duke's, or just rolling through the rows. If I haven't before, I just want everyone to know how much I appreciate you being a member, and how lucky the NVRG is to have you. Just as I know how lucky I am being married to the wonderful woman who is my wife, it all gladdens the heart and makes our travels down the road of life easier. So, thanks again for being members and see you on the road or, even better, at Hershey.

John

Dreams continued from front page

cars, commercial trucks and buses, service vehicles like police cars, fire trucks and ambulances; beautiful classics like Duesenbergs, Lincolns, and Cadillacs; cars for the average American family like Fords, Plymouths and Chevrolets; muscle cars and gas sipping four cylinders and the list goes on and on.

Eventually the digital age caught up with the *Washington Times* and the paper downsized, shut down and eventually reappeared again but in a very special print media niche – certainly not as a comprehensive national and local newspaper. Vern continued his syndicated *Out of the Past* weekly column after the *Times* no longer needed his skills and he soldiered on with his “Street Dreams Invitational Car Show” without their sponsorship.

Over the years almost all NVRG members who had their cars featured in *Out of the Past* brought their cars out to Vern’s show and, despite the threat of afternoon thunder showers, this year’s show was no exception. Ten NVRG folks and their cars turned out one last time to enjoy the great event (you’ll notice some of them were driving their non-Ford products that Vern had reported on).



Art Zimmerli’s 1936 Deluxe Roadster and son Steve’s 1968 Mustang Convertible.



Don Pauly’s 1941 Lincoln Continental Cabriolet and Dave Westrate’s 1939 Standard Woodie.



David Blum’s 1939 Lincoln Zephyr Fordor and Clem Clement and his 1929 Packard Model 633 7 passenger touring.



Keith Randall’s 1971 Chevrolet Monte Carlo and Rick Parker’s 1936 Lincoln Convertible Sedan.



John Sweet’s 1946 Lincoln Continental Convertible and Ken Burns’ 1941 Super Deluxe Woodie.

The weather was perfect throughout the day and due to the food vendor’s truck breaking down en route to the show we were blessed with a great spot in the shade to sit, eat lunch (if you brought a cooler and a picnic lunch) and chat with each other.

In recognition of the outstanding encouragement and support David Blum had provided Vern and his Street Dreams over the years, Vern presented David with a special plaque inscribed:

David Blum
Street Dreams’ Best Friend
1989-2013



OUT & ABOUT

Great New England Wings and Wheels Show By Mr. Torque – Roving Correspondent

Once again, having my Woodie in Maine all summer gave me the opportunity to sample some of the car events around New England. This event was a two day affair held on the tarmac of what remains of the old Westover U.S. Air Force SAC base in Springfield, MA. It was over the August 24-25 weekend so I left Friday afternoon and drove the 200 miles in less than 4 hours. The trip also gave me opportunity to spend a couple of days with some high school pals.

The weather was crystal clear Saturday morning and because we volunteered to park cars, we were there at 7:30. The field was laid out for 1,600 cars but as this was the first year for this show only about 600 were expected. The other half of the show

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featured a dozen or so WWII vintage airplanes that flew in from around the country. These planes were much more interesting than the cars. I know very little about airplanes but these restored fighters, bombers and trainers were beautiful.



The Editor's favorite, a Douglas A-1 Skyraider just like the ones that flew cover for Navy and Air Force Combat Search and Rescue helo crews in Viet Nam. This single engine plane could carry a bigger ordnance payload than a four-engined WWII B-17 bomber!

As for the cars, there were lots of hot rods, rat rods, fiberglass '32s with Chevy engines and multiple carburetors. Of interest to me was a '49 Ford painted like a Crestliner. The owner told me that it was a dealer option in 1949.



Does anybody know if this was a 1949 dealer option?

Surprisingly, I was the only Woodie. By noon there were about 300 cars on the field, a disappointment for the organizers, but not bad for a first year show.



I bet this would have been Jim McDaniel's favorite car.

The trip down and back was a good workout for the Woodie in anticipation of our trek back to

Arlington in a few weeks. Not surprisingly, it ran beautifully. At the end of the day the best part of the trip was seeing longtime high school friends.

Honest, Honey, I Didn't Know There Would Be a Car Show

By Editor

And that's the God's honest truth. Helen and I were in Washington to attend a wedding in the quaint Cascade Mountain resort town of Winthrop (pop. 400) and a car shop sprung up right in front of us as we were having breakfast in [Three Fingered Jack's Saloon](#). During our drive from Tacoma to Winthrop the day before I noticed several antiques and/or modified cars along the way and as we drove up main street entering town I spied a 1936 chopped Cabriolet and a 1954 Packard Caribbean parked in front of a B&B.



Walking over to Jack's the next morning for breakfast, I noticed a section of the street cordoned off for motorcycle parking but didn't think too much of it. We had a table by the front window of Jack's and as Helen and I ate breakfast with our son and his family we noticed that the main street in front of us was being closed and a PA system was being set up.



Jack's is at the far end of the block.

Pretty soon the main street was emptied of "civilian" cars and someone announced the arrival of the first car in the parade. The cars continued streaming in as we ate breakfast. When we exited Jack's we were greeted by about 90-100 cars completely filling an entire block on the main street (it was only two blocks long). The show featured a wide variety of cars, something very similar to our

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Fairfax show or the Wings and Wheels Show as Bill reported above. Most cars came from Washington but I noticed a car from British Columbia. That dude was dedicated – a mud slide on the North Cascade Highway the day before the show turned his normal 5 trip into a 10 hour drive (we know from experience, we had to take the same detour).



Flathead powered Rat Rod with no floor! The tangerine '41 Pickup in the background is powered by a crate 350 small block Chevy.



James Dean would have loved this '50 Merc with the tricked out Flathead complete with a 4 barrel.



This clean '37 Standard Tudor sported Florida tags and a Columbia.



This nice Rouge '40 Deluxe Fordor had been repainted sometime long in the past and also sported a Columbia 2 Speed.



This pretty '50 Sportsman's Green Convertible has duals and foglights.

The biggest surprise at the show was the cluster of seven De Tomaso Panteras. Trivia quiz: who designed the Panatera and what does this have to do with our V-8s and V-12s. I had seen one or two Panteras in the past but I never expected to see seven at a small annual show in a Cascade Mountain resort town. I'm chagrined that I didn't get a picture of them grouped together.

My favorite vehicle at the show turned out to be a street rod and not even a Ford. How about a V-10 Viper-powered 1936 Dodge Humpback Panel Truck? I haven't seen too many street rods powered by a Viper V-10 – it was extremely well executed and sure stood out in its brilliant orange paint.



While in Washington we "just happened" to stay in a hotel next to [America's Car Museum](#) in Tacoma funded by the LeMay Family Foundation. But that's a story for another day.

Keep on Rusty Truckin', They're Still Out There

By Dave Gunnarson

This summer featured a long distance family trip from Virginia to Utah, almost like the intrepid NVRGers Jim and Bill, but for comfort I used my E-150 Ford van. All during the trip I kept a lookout for rusty gold EFV8's, especially the truck versions. Here's a couple "finds."

The first was a very complete 1948-50 F8 highway dump truck in Baker, NV. The last registration was 1984. In the background on the left is Mount **Out** continued on next page

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Whitney in Great Basin National Park. This is just off Route 50 where Jim and Bill passed a few weeks prior.



The next one was an immobile 1948-50 F2/3/4/5 wrecker serving as lawn art in Hanksville, UT. I love the ruggedness of the tow arm. I bet it could pull a tank out of a ditch!



There were plenty of old trucks along the way mimicking 'Mader of the Cars movie. This 1947 1 1/2 ton Ford truck was resting peacefully on the outskirts of Fredonia, AZ. Other than a dented left front fender and missing headlights, it was solid and almost looked like you could drive it away.



A LIFELONG LOVE AFFAIR WITH V-8s

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

Buzzy Potter – Meeting Ginny and a Motorcycle Honeymoon

Buzzy – I met her at a New Year's Eve party when her older brother took her along. I was dancing with her and asked her for a date. She had never been out on a date, she was just 17. She said, "OK" and that was the beginning of it.

Ginny – My brother George must have felt sorry for me or something because normally he and my other brothers would always leave me behind. This is why he took me to the Potter farm for the New Year's Eve party where they always had a gang of students from Bethesda Chevy Chase High School. They had a bunch of kids that were all extremely ready for college, going off to better things. The Potters had this party every year until the war started, then everybody went off to war. It was at that last party before the war when Buzzy asked me for my first date. His parents had a beautiful living room, dance music and everything and that's when he did that. It was very, very beautiful. Oh, boy. A date with a college guy!

Buzzy – When I took Ginny on our first date, I knew the night watchman at the University of Maryland and he had a key to get into the dairy building. It was magnificent and we made our own Sundaes.

Ginny – That was a great first date. And it's still there isn't it? (the dairy building. Ed.)

Buzzy – It's still there.

Ginny – I don't think there are many people taking agriculture there these days.

Buzzy – I got a job six months after I met her in upstate New York as a soil surveyor. I didn't want to lose her because I was stuck on her. So I got in the old Ford and drove 1,000 miles every third weekend just to keep track of my baby. That worked.



Ginny in "Skeeter the Ticket Terminator."

Buzzy – On her 18th birthday we were sitting, on a Sunday afternoon, in Rock Creek Park, in the old Ford, listening to Sammy Kaye's music on the car

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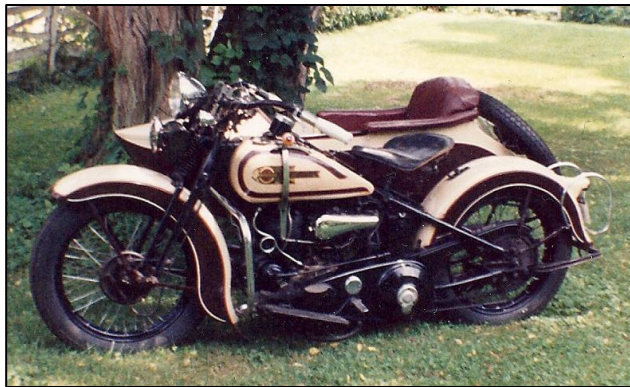
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radio. When suddenly the music stopped and we heard, "This is Franklin Roosevelt, the Japanese have just bombed Pearl Harbor" – uh oh. It was December 7, 1941 - that was a day in history.

✚ **Ginny** – My dad was a Colonel in the Army and I told Buzzy we had to go. This was horrific and we both knew it. My brothers fought in both the European and Pacific theaters during the war.

✚ **Buzzy** – I went back to plowing Victory Gardens and cutting wood. Working like a dog, building my body up to something better.

✚ **Ginny** – We took our honeymoon on a motorcycle with a side car. We were right between all the different things Buzzy did on the farm. In the spring he went around plowing victory gardens all over town. We didn't get to go on our honeymoon right after we got married because we had a wreck that day. We put it off for a year. It wasn't our fault. There was a big feed truck driven by a 16 year old boy who didn't know much about driving a truck. He didn't stop at the end of the street at the stop sign and he just ran into us. Put my father-in-law's car out of commission. They were most unhappy because during the war you had to treasure your vehicles. Anyway, that's why we delayed our honeymoon. So during the winter he restored his motorcycle. He taught me how to upholster the seats, that was the only part I did. He made it run good, it has low mileage.



The Potters still own their honeymoon chariot.

✚ **Ginny** – We went down to Seneca Rocks in West Virginia and moseyed around down there. We had a low straight stretch of road and he said, "Do you want to drive?" He said, "Come on you can do it." He sat on the very edge of the seat so he could grab whatever, I don't know what, in case I headed towards the ditch, I guess, and I drove it. He had to kick start it for me. I drove on the flat but I didn't try to go up any hills. It was getting awfully cool up there in June before he had time to start planning corn. We had that break in there for a week.

We went to the [Mimslyn Hotel](#) in Luray, a very fancy hotel. We walked in with our helmets in our hands and they said "We don't have any openings."

✚ **Buzzy** – They wouldn't let you go in.

✚ **Ginny** – We thought that was a dirty trick. We didn't look like wild motorcyclists, I assure you, we both had on leather jackets to try to keep warm but otherwise we didn't have tattoos and stuff. So we went into town and there was a hotel there, it was very small, and they found out we were on our wedding trip, and they gave us the bridal suite. We felt like royalty after been tossed out of the Mimslyn. Anyway, it was big, I remember those great big roses on the wallpaper. The guy was extremely friendly. He didn't live there at night, he would go home. Somehow, I guess we were going to be on our way. We had been sightseeing and he offered, "Wouldn't you like to go out to our house?"

✚ **Buzzy** – We met him in downtown Luray, maybe he was the druggist.

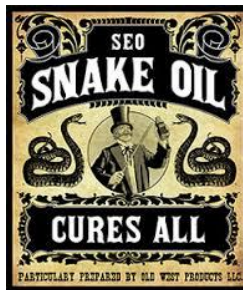
✚ **Ginny** – I think that was more like it. So we went out to his house, both of us were leery. Especially when we saw all the hats in the closet. We left for home right away.

SEPTEMBER PROGRAM

Snake Oil

By Cliff Green

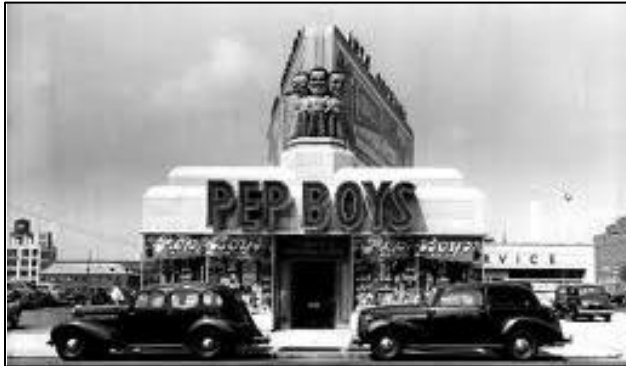
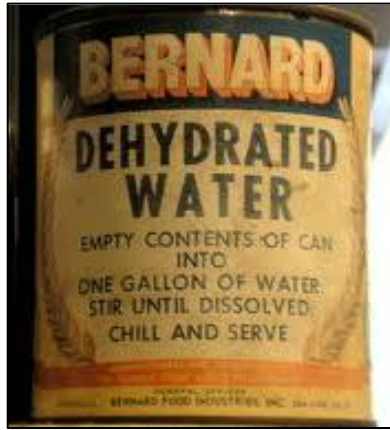
Nick Arrington gave a superb presentation at our September meeting that was so well received he presented it to the Model A Club the next week. Nick has always had his eye out for the unusual and has amassed a collection of ole' time cans, fixtures and whatnots to blow us all away.



Titled "Snake Oil," with a PowerPoint presentation, Nick talked to us about the outlandish claims and advice that preyed on the gullibility of the customers. The images from his own collection, the ads from old Warshawski catalogs and from the Internet brought out the humor of such nonsense. Nick pointed out that Manny, of Manny, Moe and Jack, does not smoke a cigar now days!

My favorite was the bottle of "Dehydrated Water" – "Empty contents into a gallon of water and stir" says the label.

Oil continued on next page



A Pep Boys store "back in the day."

Another favorite was "Air Transferring System" – a hose that attached to the spare tire for blowing up the flat. Basically you ended up with two half-filled tires.



How about a \$79 snow plow that will attach to any vehicle. There were lots of "mystery" solutions that provided "more Pep," stopped smoking, renewed rings, added power and many gas saving inventions. There was a laugh a minute!

It was a great presentation about the Snake Oil solutions that "sucked in" the unawares like it has forever. Thanks for an enjoyable evening, Nick.

HERSHEY 101

Hershey Visit - Or How to Do Hershey for More Fun

By Clem Clement

- ✚ Arrive early after eating on the way there so you are ready to roam.
- ✚ Park where they tell you. Don't be cute and think you can park a couple of miles away and walk.
- ✚ Wear your fav walking/hiking shoes.
- ✚ Wear light layered clothing. Weather changes every 4.368 minutes.
- ✚ Wear a backpack or carry a big bag like the Hemmings "newspaper boy" bag. The back pack allows you hands to be free to handle junk.
- ✚ Have work gloves on your sack.
- ✚ Never pass a Port-a-Potty. Bring quarters to tip the workers.
- ✚ Carry food bars and water. Maintain your fluid level high. You can really get dry and hungry on these fields. Sunscreen and Chap Stick.
- ✚ Carry the list of NVRG clubbers booth spaces. (Arriving at their space doesn't mean they are there. Usually somebody is minding the store but most of us are on the roam).
- ✚ DO NOT THINK OUR NAMES ARE IN THE DIRECTORY. MANY OF US ARE IN BOOTHS REGISTERED TO SOMEONE ELSE.
- ✚ Buy the Hershey program. It has a diagram of the various fields. It is easy to get lost.
- ✚ If you buy something big and ugly many of us will keep it for you and bring it home.
- ✚ In the crowd an umbrella is a challenge. Bring a plastic raincoat with a hoodie and a ball cap.
- ✚ What you wear must be comfy. This ain't no beauty contest. You can even wear plaid and stripes!
- ✚ Don't miss a hike around the circular car corral.
- ✚ Bring a note pad and 6294568 pens/pencils. Have a list of your needs. When you see something you need: buy it! You will never get back to it. But at least, if you pass it, write down what booth it is in. Get cell numbers for callback.

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✚ Don't get over tired. You probably won't cover every aisle/booth. Remember if you are only there for one day, you still gotta drive home.

✚ If possible come with a pal. It is so much more fun walking the aisles and sharing the Hershey Experience if you're with someone.

✚ Hershey is an overpowering and mind boggling experience. Enjoy every minute of it.

NVRG Vendor Spaces at Hershey

Compiled by Dave Gunnarson

NVRG Member	Spaces
Dave Blum	RCD 88 - 89
Clem Clement	OBF 58
Jim Crawford and Mike Prater	CJ 15-16
Jim Gray	OBF 59
Tyree Harris	GBA 21 - 23
Mel Herwald	GAC-19
Bill Potter	C4C 7 - 10
John Ryan	ODA 9
Colin Spong/Morgan Coombs	
Alan Whelihan	CP 61 - 62
Other Organizations	Spaces
Early Ford V8 Club of America	RCI 30 – 33, CV 70
Early Ford V8 Foundation	C4O-1 ? (at Roy Nacewicz's space)
Lincoln Zephyr Owners Club	RCK 21

Editor's Note: In order to protect everyone's privacy please see Dave's 9/24/2013 11:03 NVRG Listserver email for a list of NVRG cell phones numbers.

NVRG DRIVE-IN MOVIE WEEKEND

Rain on Saturday and then a Perfect Sunday

By Editor – Photos by Jim McDaniel and Editor

Guess you gotta count me as one of those fair weather guys. The weather forecast for Saturday afternoon and evening wasn't good and I've been caught out in the rain in my Woodie often enough to know that it leaks BIG TIME, so Helen and I decided to take a nice snug and dry modern car along for the run out to Stephens City for the Annual NVRG Drive-In Movie night. We met up with most of the other whimps at Fair Oaks Mall: Keith and Susan Randall; Hank and Cindy Dubois and Jim and Char McDaniel. The Intrepid Travelers were Leo and Cathy Cummings in their '50 Mercury Monterey; Frankie and Larrie Martin in their '51 Tudor with brother-in-law Ron Sasher and Larrie's sister Karen Sasher along for the fun; and finally Liz and Bill Simons in their '49

Woodie (guess they hadn't driven it enough this summer).



Leo said "probably have to drive thru rain at some point and will subject all new front end, upper & lower control arms, new steering box rebuild, reinstall of dual exhaust system, etc. to the environment of RUSTing ...However, I need a Fix of driving the 50 Merc flathead."



Frankie's '51 Tudor looks like it had never been T-boned earlier in the year by some idiot.



Bill Simons, Frankie Martin and Leo Cummings (our Intrepid Travelers) talk things over. Bill, ever the optimist, had said "Change of plans. I'm driving the Woodie. The rain has been pushed back to 5pm and I hope to have the cover on by then."

During our trip out I-66 the rain started just as we were heading up into the Blue Ridge Mountains. I thought maybe I had made a mistake in not driving the Woodie but as we crested the grade and headed down into the Shenandoah Valley the rain really started to pick up. Arriving at the motel we met up with the Blums and the Greens. Bill got the Woodie covered up during a brief lull in the rain and everyone organized themselves before heading over to the Butcher Block Buffet for dinner. At dinner Steve Pieper and Greg Mensinger and Elaine joined

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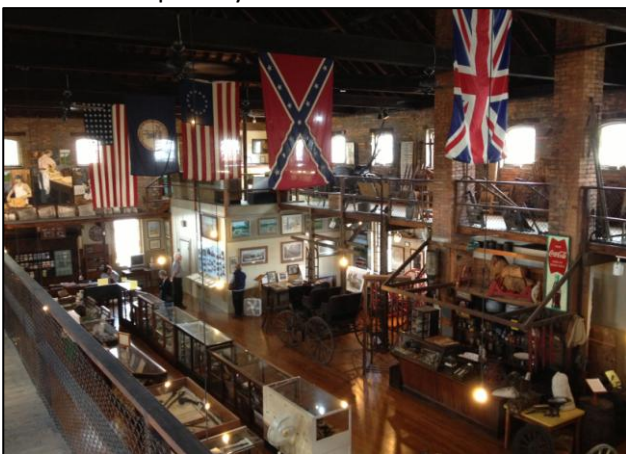
the group. Several times during dinner the skies opened up and many of us began to think of alternative plans for the evening even though we had been looking forward to our first experience with the [new digital projection system](#) at the Family Drive-In. As the show time approached some headed off to the drive-in, others decided to watch a Hitchcock marathon on HBO and others congregated in the motel lobby to either play cards (Phase 10 that Sandra Green had the foresight to bring along) or to kibitz.



Jim McDanile really enjoyed playing Phase 10 until his truly extraordinary run of hands with lots of wild cards ran out.

Those who attended the movie said we missed a good time – that the rain stopped just before the movie started. The owner of the Family Drive-In even gave Keith Randall his own personal tour of the new digital projection equipment.

On Sunday most of us caravanned down Route 11 to visit the Strasburg Museum which celebrates over 250 years of life in the small Shenandoah Valley town. Strasburg was originally founded by German immigrants and was renowned for its pottery. With the advent of mass-produced glassware, the pottery industry slowly declined until the early 1900s when the last local pottery was shuttered.



The museum building was built in 1891 and served as steam pottery until 1909. It later served as a Southern Railroad passenger and freight depot until the 1960s. The Museum opened its doors in 1970.

Like most places up and down the Shenandoah Valley, Strasburg played a role in the Civil War. The railroad first came to Strasburg in 1854. At the onset of the Civil War in May, 1861, CSA Colonel Thomas Jackson (later famously known as General “Stonewall: Jackson) captured a large number of B&O railroad rolling stock in Martinsburg, WV, in what became known as the Great Train Raid. Jackson moved the captured locomotives to Winchester by rail, had them disassembled and hauled by 40-horse teams, rigged artillery style via the Valley Turnpike to Strasburg where the locomotives were reassembled on the Manassas Gap Railroad. The locomotives were then moved south to Richmond in the service of the Confederacy.

Strasburg’s railroad history is also represented by a mammoth model railroad completely filling a railroad baggage car behind the museum. The O Gauge display depicts Strasburg in the 1930s complete with era correct model cars on the streets. Clem would have loved it.



The model display is about 75’ long. The backdrop is a continuous scene of Strasburg in the 1930s stitched together in Photoshop which blends seamlessly with the train set in the foreground.

Many of us could have spent more time studying the myriad displays in the museum but we needed to hit the road for our next stop: Steve Pieper’s Motion Promotions shop in Edinburg where a delicious catered BBQ meal awaited us. The weather was perfect as we motored south on Route 11 and passed through Woodstock before arriving in Edinburg. The streets were thronged with people attending Edinburg’s Ole Time Festival. We passed through after the parade featuring a colonial militia. There were food vendors, crafters, service organizations, live music, a car show and a vintage farm tractor display, horse drawn wagon and buggy rides, and a bed race where contestants raced vehicles constructed from beds down a slight incline.

Drive-In continued on next page

Drive-in continued from previous
Honest, I'm not making this up!

Some of us had visited Steve's shop before and knew what to expect. Those making their first visit were overwhelmed. Everywhere you looked there was something that caught your eye. The rat road Steve is building out of "spare parts" was certainly a crowd favorite especially with a bright yellow 8BA sitting out in front. Some other features include a Plymouth banjo wheel and headlights, a chopped top, custom fabricated lower parch panels to repair metal moth damage, a scratch-built z-ed frame and a set of WWII Army Air Corps wings as a radiator emblem as a tribute to his father Wil.



Steve may say he's building a rat rod out of parts left over from his many previous projects but every bit of the work measures up to Steve's customary exceptionally high level of craftsmanship and detail.

Joining the group at Steve's were Hank and Bea Amster, Bill Potter and Elyse, Art Zimmerli and a friend who's name I didn't catch and Al and Mary Edwards.



Folks head through the serving line with some of Steve's collection in the background: '57 Chevy Nomad, '60 Ford Sunliner Convertible, '58 Buick Century 4 door hardtop, '40 Ford Pickup (1,000 point Dearborn winner), '32 Ford 3 Window Coupe, '36 Ford 5 Window Coupe. The yellow speck in the far distance is a combination Steve's '33 Ford 3 Window hot rod and his record breaking Bonneville streamliner.

Many thanks to everyone who came out for this fun-filled weekend in spite of the weather and to those who organized it: Hank Dubois, John Sweet

and Art Zimmerli Our special thanks to Steve Pieper for once again hosting us at his wonderful shop and to Greg Mensinger and Elaine for assisting Steve.

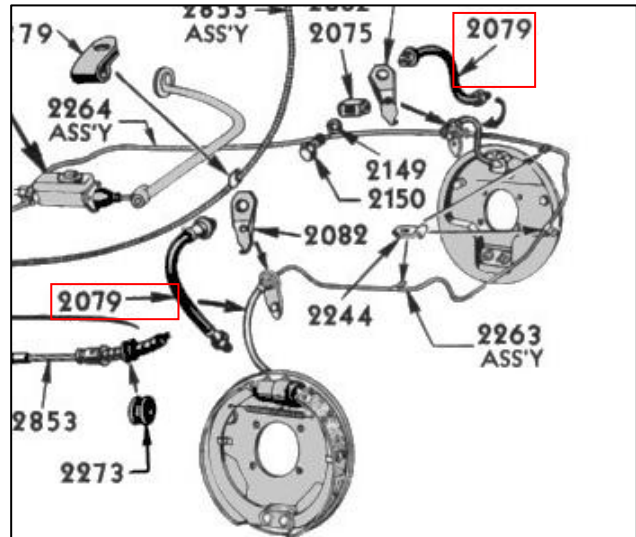
TECH TALK

Front Brake Hoses

By Cliff Green

I figured that I should finally change the 40 year old brake hoses and flush out the silicone fluid that has been in there since 1976 – that is an endorsement for 'ya!!!

I ordered hoses from Joblot and they came 16" long! My present ones were only 12" long? I called and inquired – "Check the Green Book" he says and sure enough it calls for 15 1/2" hoses. I had been using the wrong hose all these years and never knew it! The extra length provides room for the wheel to drop down when jacking up the car.



The hoses Cliff replaced carry a part number of 99A-2079A.

While I was at it, with the front clip and radiator off, I bent up a new front brake line. The flare on the right end was twisted to the point that the line was crimped!

WELCOME TO THE CLUB

John "Phil" Murray

Woodbridge, VA

1939 Coupe, 1947 Coupe, 1945 Pickup



RESTORATION ROUNDUP

Big Day in the Garage – September 17, 2013

By Bill Potter

Early V-8 Gang:

At long last, and with a little help from my friends, it runs! Note temporary oil pressure gauge: 70 PSI at a thousand RPM, cold.

Hearing the old flatty fire for the first time was almost as good as sex.

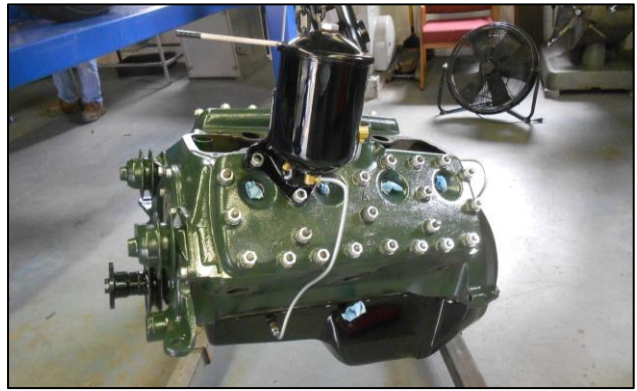


It Doesn't Run Yet

By Ken Burns

It doesn't run yet but at least it's back in my shop. This is the engine that belongs in the green Woodie – the one that used to smoke so badly. I had it rebuilt by an old flathead rebuilder out in San Diego back in the early 70s. It always smoked and I'm still at a loss as to why. On tear down everything looked good with no taper or lip in the cylinder bores, no broken rings, etc. When I got the engine I was told it had been used as a stationary engine, mounted on a crane in a salvage yard. I was also told that the sleeves had been removed at sometime prior to my getting it. Tear down revealed that the sleeves had indeed been removed and the bore was $3 \frac{3}{16}$ " giving a 239 CI displacement, the same as a 59AB or 8BA. Magnaflux showed no cracks, the cylinder bores were good and the crank polished up at .020/.020 under. I'm guessing that the new standard bore '49 Ford pistons (standard bore pistons are very hard to find - .010, .020, and .030 under not so much), Isky Max-1 cam and an 11A distributor should give me about 110 HP. I also added adjustable lifters, NOS '49 Ford valves and valve guides and some Skip Haney rebuilt water pumps. I'll swap out the engine sometime after the

Fall Tour.



BACK IN THE DAY

A Pretty Girl & a Cabriolet – What Could Be Better?

By Von Hardesty

My former colleague at the NASM, Larry DiRicco, sent me this photo, an image he found of his late mother-in-law Mary Lou Smith. He discovered the photo while going through some family albums and shared it with me. The photo was taken in 1939 or 1940 in Washington, D. C. Larry reports Mary Lou was engaged at the time, although she did not marry until 1942. The Ford, I believe, is a 1933 model. No doubt it was a family car, the sort of cars that were around at the time in great numbers.



It's interesting that the grille bars and the horn domes appear to be painted rather than chromed.

2014 NVRG CALENDARS ARE HERE!



All new and they'll go fast! Don't miss out on NVRG's 2014 calendar featuring 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. Great for Christmas gifts or for your own man cave. Reserve a calendar today by email, mail or phone from Mark Luposello:

✚ drspdracer@aol.com

✚ 1027 Bellview Road – McLean, VA 22102

✚ 703-356-3764

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

The calendars still cost only \$15 (you pick up) or \$20 (Express mail). Calendars will be available for pickup at our October and November general membership meetings or at the Holiday Gala, December 7th.

Thanks to the outstanding efforts of Cliff Green and Jim McDaniel, our 9th annual calendar will also be available at Hershey. See Cliff Green, Ken Burns, Dave Gunnarson, Bill Selley, Dave Westrate or Eric Sumner and grab a couple for yourself or a bundle for your swap meet space.

NVRG Annual Fall Memorial Tour



✚ Join us as we tour Bedford County, PA, attractions including the [UA 93 Memorial](#) in Shanksville, [Gravity Hill](#), [Old Bedford Village](#), [Covered Bridge Driving Tour](#), and much more.

✚ Contact Bill or Thelma (814-733-2828) at the Shawnee Motel, 3919 Pitts Street, Schellsburg, PA, 15559, for reservations. Our group rate, including tax, is \$63.72. Rooms will be released on October 11th.

✚ Questions? Contact John Sweet at speedbird201@gmail.com or 703-430-5770 – Don Lombard at don.lombard@verizon.net or 703-690-7971 – Bill Simons at bsimons@rustinsurance.com or 703-536-3648.

You are cordially invited to attend the

ANNUAL NVRG HOLIDAY GALA

December 7th

at

The Country Club of Fairfax

Cocktails at 6 pm

Dress - coat & tie

Menu Selections:

Filet Mignon topped with Brandy Peppercorn Sauce, served with Gruyere Scalloped Potatoes

Breast of Chicken topped with Lump Crab Meat, served with Rice Pilaf

Vegetable Napoleon with Marinara Sauce

Vegetable of the Day

Salad of the Manor

Desserts – choice of Crème Brulee or Sherbet

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

Sandra Green

6214 Militia Court

Fairfax Station, VA 22039

\$45 per person for Filet Mignon

\$35 per person for Breast of Chicken topped with Lump Crab or Vegetable Napoleon

Checks are made out to NVRG, and received no later than **December 3rd**



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-rodded. 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 floor mats. 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



Table for Ladies – Edward Hopper – 1930

Hershey Wives' Luncheon
Friday, October 11th
@ 12 Noon

Brion's Grille
10621 Braddock Road
Fairfax

Join us for the [fabulous luncheon buffet](#) or order off the menu.

We'll meet there at noon.

Contact Helen Burns for reservations at helenandken@verizon.net before Oct 8th.
After the 8th by phone only at 703-978-5939.



NVRG 2014 dues are payable by December 31st

Still only \$15 per year!

It's easy to pay:

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

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



NVRG Calendar



<u>October</u>	
6	56th Annual Antique Auto Muster at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8:00 am sharp – contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net if you plan on caravanning with us. We don't want to leave you behind!
9-12	What Else But Hershey!!! Join us for breakfast and Happy Hour at the Flathead Bar & Grill. Also join the NVRG gang for dinner at local restaurants. Contact Cruise Director Cliff Green cliffgreen@cox.net to sign up for the various social events.
11	Hershey Wives' Luncheon – Join us for the fabulous luncheon buffet or order off the menu at Brion's Grille – we'll meet there at noon – contact Helen Burns for reservations at helenandken@verizon.net before Oct 8 th or after the 8 th by phone only at 703-978-5939.
15	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey Recap. Refreshments: Don Lombard. NOTE: this is the THIRD Tuesday in October, not our usual meeting date on the second Tuesday.
18-20	NVRG Annual Fall Memorial Tour – to Bedford County, PA. Caravan departs Fair Oaks Mall at 9:30 for a leisurely fall foliage drive along some of the area's beautiful back roads. See page 13 for motel details and contact info.
23	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
29	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
<u>November</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Jim & Char McDaniel and Bill & Liz Simons tell us about their fabulous cross country tour returning from Tahoe. Bring your wives or significant other. Refreshments: Frankie Martin
19	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
TBD	November Tour
26	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>December</u>	
7	Annual NVRG Holiday Gala at the Country Club of Fair Fairfax. See page 14 for complete details.
TBD	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ June 2014 – [Eastern National Meet](#), Gettysburg, PA
- ✚ August 2014 – [Central National Meet](#), Springfield, IL



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
Secretary	John Ryan	703-281-9686	Property/Refreshments	Mark Luposello	703-356-3764
Treasury	Wayne Chadderton	703-435-1142	Tours	Art Zimmerli	703-323-1774
Membership	Dave Gunnarson	703-425-7708	Historian	Don Lombard	703-690-7971
At-Large	Hank Dubois	703-476-6919	Website Tech Mgr	Cliff Green	703-426-2662
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

October Program: Hershey Review

Mark your calendar! The October Meeting is on Tuesday, October 15th 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, 2218