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Group



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

www.nvrg.org

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Ken Burns - Editor

HERSHEY 2013!

Fifty Years of Hershey Fun

By Bill Potter – photos from blog.hemmings.com and prewarcar.com

Buzz heard about Hershey from an avid Franklin collector who lived just down the road so he decided to take off work to see what it was all about. This was in 1963 and luckily for me he took me along - I was fifteen at the time.

I had never been to a car show before and we rarely took a vacation so this was a real treat. From then on Hershey became our "vacation." Why travel to Zimbabwe or Katmandu when we have Hershey right in our own backyard?! It wasn't long before Buzz bought a cozy little travel trailer which allowed Mom to join us. She always made sure we were well fed before we hit the swap meet trail.

Back then, the car show fit neatly inside the stadium while the flea market was held on the grass just outside of the stadium with maybe three or four short rows of vendors. In thirty minutes you could look at every part twice. From that moment on I was hooked and for the last fifty years I've been a regular, only missing one year because of the Vietnam war.

Most of us remember the mud years when local farmers came to our rescue with their tractors and chains. Classic cars, trucks, trailers, RV's and you name it, all had to be pulled from the muck. I remember a WW II half-track vehicle, similar to Al Mason's, that wound up helping with the rescue effort. But in that case, I'm sure the guy loved every minute of it! Years later we would still see parts coated with Hershey mud.

Well into his eighties, Buzz would still walk the fields with me. He could match me row for row and was



The earliest aerial view of Hershey I could find was this 1965 picture taken only 2 years after Bill made his first trip with Buzzy. The entire car show was held within the stadium and vendors and cars are parked around it.



Here's a 2012 view of the event with the show on the old golf course (right foreground) and vendor spaces reaching beyond the stadium at the very upper edge of the picture. Thousands of daily visitor cars are parked all along the left edge of the picture. Hershey continued on page 3

Up Front with the President



November 2013

November has always been one of those fascinating months for me. I've always seen it as a month of dichotomies. On one hand, the November foliage offers a seemingly never ending palate of color, full of beauty and richness that makes taking a drive in the old Ford that much more pleasurable. Yet November also means that those leaves we enjoyed on the trees will soon fall to the ground leaving a barren and stark landscape - which means that winter is just around the corner. The thought of cold winds, chilly temperatures and the ever present chance of snow is not a pleasant one. Yet the warmth of family and friends gathering for Thanksgiving always provides a bright spot that never dims.

From a car perspective, November meant the end of one model, but also the anticipation of the new models as well. So while we bid the Diamond Anniversary of the 1938 Ford's and Lincoln's adieu, we can certainly begin the celebration of the graceful 1939 models early since it was what Ford did during the month of November when they released the new models. To make things even more fun, it's also the 75th anniversary of the introduction of the Mercury plus the sleek and stylish Lincoln-Zephyr Continental model as well. It seems like despite 2013 being almost behind us, the upcoming year is going to be just as fun.

While we're on "introductions," I will take this November slot to also formally introduce our new president; Jim McDaniel. While he needs no introduction to many of you, Jim is a long time member, an ardent tourer in his police car, and has been a great vice president. Thus Jim will be a fantastic addition as leader of the team and we welcome him.

As for me, after three years it is time for me to step down. It's been a great ride and I hope that I was able to meet your expectations as president. I don't plan to steal any of Jim's thunder regarding comments, but be rest assured that the club is very wonderful hands as the baton (or perhaps better yet, the wrench) is passed. While Jim doesn't take over until January, like all capable leaders, he is in process of pulling together a crackerjack team of Board members and volunteers to ensure that the NVRG remains one of the preeminent car clubs in the Northern Virginia area, so next year really is going to be fun. If you have comments or ideas, drop him a line.

Speaking of fun, The month of November also means that our that Annual Christmas Holiday Gala at the Country Club of Fairfax is just around the corner. See page 14 for details. See you there or on the road - and have a great November, dichotomies or not!

John

Hershey continued from front page

always willing to help me carry heavy items back to our booth. About five years ago he was forced to call it quits because his legs were giving out. I remember Buzz and Ginny coming up for the last time but they didn't even get out of their car. Instead, they watched the cars roll past the new Giant Center on their circuitous route to the show field. Afterward, they drove back home and I remember feeling sad, knowing that this was the end of an era.

My son Brian remembers coming to Hershey as a toddler and we have a picture of him in diapers helping man the booth. He still makes the annual pilgrimage even though most years it's just for one day.

I still eagerly await the "Holy Days of Hershey" just like I always have - life is an Easter egg hunt.

Did It Rain and How Bad Was It???

By Clem Clement

✚ It was so bad that the rain on my tin Chebby roof was louder than the sound of the Chebby rusting,

✚ It was so bad that 32 of my patinas washed away,

✚ It was so bad that I had to tell the *truth* about the quality of a '39 truck part,

✚ It was so bad I seen a '49 Buick looking good,

✚ It was so bad the sea gulls were fishing...

BUT I'm ready to go back to Hershey tomorrow to play in the wet junkiness with my 125,000 bestest friends.



Clem's Canopy battened down for "inclement" weather - pun intended.

A large family came by with all the kids dressed in WWII uniforms. It was quite a sight. I complemented them on their idea. The kids were so proud. The two littlest spied my box of toy Hot-Wheels. I told them they could each have a free car. The second youngest was thrilled and got his. Junior,

who could barely see over the table edge into the box, had a lengthy discussion with his older brother. It seems junior was upset as he had two empty hands and could have only one toy!!! The crisis was presented to me by a pair of soulful eyes and the showing of his two empty hands. I was convinced of the huge crisis. I nodded that he could have a second car. I could not speak as something was in my throat...

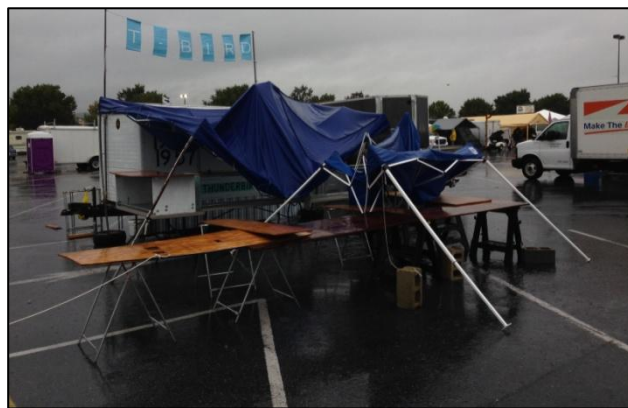
The meaning of it all: communicating!

At Hershey and the train meets I vend in, I have a box of Hot-Wheels for the kids. This comes from experience of taking my kids to Carlisle and train meets and them constantly asking "Which cars can I play with?" When a little one gets to choose a car for his very own, the day goes much better for all involved. I've actually had kids bring the car back and trade it in for another. Love it.

Friday morning and I'm out slopping around and I see this pair looking at an old Packard. The young man, about 17 in a ball cap, is extolling the virtues of an older car to his wet hatless girl friend. As he spoke, he kept his arm around her trying to keep her interest and from running into some place warm. Ah, young love! An hour later they pass my swamped site and she is still being held but is really drenched with water dripping off her nose. No hat is not good in a rain, no matter how strong the love. The young man is now discussing twin motor bikes he wants and feels no rain. I find a Mobil hat in my car and place it on the girl's head. She grabs its sides and pulls it down to her ears. The bike owner comments that several of us were concerned about her wetness. The boy gives me the "look" of thanks. I'm hope "Lady Luck" followed him that night.

Nick Arrington bought a Packard. We need words in our newsletters about this beast

I'm outta ideas and time.



This guy wasn't as prepared as Clem - probably never flew into a hurricane either.

Hershey continued on next page

Hershey continued from previous page

Three Generations Together at Hershey

By Mel Herwalt

I've been going to Hershey for years off and on and I knew the weather could be erratic this time of year. Nonetheless, this was to be an extra special year for several reasons. First, my wife Barbara agreed to accompany me as usual. Then one of my sons Michael, and his son Ethan, decided to go for the first time. Ethan just got a 1970 Chevy K10 4wd truck and wanted to find some parts for it.

Early in the year I started going thru all my V-8 stuff I had accumulated in the 60s and early 70s while I lived in Southern CA. At that point I decided on vending at Hershey for the first time. I spent a great deal of time getting parts spruced up so they might sell. It even included a completely rebuilt (by me) '40-48 side shifting trans with all Ford script gears. I was really looking forward to vending.

Lastly, I had recently joined the NVRG and was anticipating associating some faces with names I had been seeing. I had already received a great amount of technical assistance for my '41 Merc hot air heater from Ken Burns and had received a great welcome from several other members.

I had also decided to take my golf cart and really see everything very thoroughly as well as vending.

Well here's what happened. We got up later on Tuesday than I wanted. This was mostly my fault because I forgot to pack the charger for the golf cart and had to go back and get it. We got there just in time to unpack and to be totally set up for early Wednesday. I had a suitable spot that was open on both ends which facilitated unloading.

Got up early Wednesday. Arrived and started vending. Sales were brisk. Sold mostly transmission and distributor parts. I stayed at the booth for a couple hours. Ken and Dave Gunnarson came by and Dave was kind enough to deliver some magazines for me. By noon I was hearing rumors of lots of rain starting early Thursday. I figured I better take care of a few things just in case. Boy am I glad I did!!! I left my wife Barbara to vend.

I renewed my membership to AACA. Using the golf cart I did the entire Green and Orange fields. Normally I would start on the other end and by the time I got to the Orange Field I would start skipping around. I saw booth areas I'd never been to before. I picked up a slightly used Green Book for \$50. I saw a complete bullet proofed Columbia complete with controls for \$1,900. If I had known for sure it was correct for my '41Merc I might have bought it. My

Merc does have a Columbia but I haven't got into it yet.

As I was riding around in my cart several contradictions manifested themselves. I'll briefly mention some. The rules that came with my booth package stated I needed to display a Pennsylvania tax receipt. I never saw even one. Nobody charged me tax. The rules stated that no gas powered carts were allowed. About half the ones I saw were gas powered. More amazing was the fact that the security people—the ones that enforce the rules were 100% gas carts. There was a big sign that said no carts in the car corral were allowed. They were everywhere in the corral. Booths had to have only collector car parts or appropriate tools. About 1/3 of the booths had neither.

So much for rules. Why publish them if they are not going to be enforced? But I digress. To finish my Wednesday I picked up my shocks that Bill Wzorek had rebuilt for me and stopped by the TIP tent to place a shop supply order.

I then went to the Early V-8 booth to renew my membership but they were already gone. We left, went out to dinner and called it a night.

We got there Thursday about the same time. It wasn't raining yet and I mistakenly assumed that maybe we'd be lucky and the rain would avoid us. So my wife and I drove the cart thru the East side of the Chocolate and Red fields.

We finished about half of each field. I did get to renew my Early V-8 membership and I bought a few things—nothing special. Just as I was thinking about getting back to vending the rain started. At first it was a drizzle and I considered opening but it then got worse. Just then my son Michael and grandson Ethan arrived. They live near Clifton Forge, VA. Michael had been to many car shows with me when he was at home but we hadn't been to one together for quite a while. Ethan had never been to a car show. I was very disappointed but hoped for the best. It was raining hard and Michael decided to go back to the hotel. I found a pole by the First Aid building that had an electrical plug and so I parked my mostly discharged cart and strapped it to the pole. Barbara and I then sat in the truck waiting for the NVRG get together at Duke's. We got there and had an enjoyable dinner and got to meet in person several club members.

It was raining hard as we went back to our room and the forecast for Friday was not good. Nonethe-

Hershey continued on next page

Hershey continued from previous

less we got up early and drove thru more heavy rain and got to the show early again. I went to get the cart and the gauge showed that the batteries were still mostly discharged. That's when I concluded that there was no power to the plug! We never opened the booth on Friday. We managed to ride around when it was only drizzling and the show looked like it was Saturday—not Friday. Most of the booths were gone and many of the ones left were closed.



John Sweet took this photo on Friday.

I took Barbara around a little in the morning and as we were coming back the cart quit in the car corral. I went back to my truck, hooked up the trailer and had to convince the security guard to let me in the car corral. Got the cart on the trailer. Now I had to turn around in the car corral surrounded by the throngs of people who were there despite the rain. We then left the show and went back to the motel where I charged the cart. Came back and it was really raining. My son Michael wanted to get some tools and in the heavy rain we went over to the almost deserted Chocolate Field to look. It was raining so hard sideways that when we would go up a row we would hold an umbrella out one side and then when we would come back thru the next row we would hand the umbrella to the other side. We found one tool booth that was partially open. Water was flowing thru many of the booths. Got back to the booth and during a brief lull packed up and went back to the motel.

Saturday was good weather. We slept in and got to the show about 9. I spent the morning letting my grandson drive the cart and we bought some manuals for his truck. My son and Barbara looked at the cars. We left around noon. All in all we had a good time in spite of the horrible weather. It hardly rained at home at all.

Rain Doesn't Keep Old Friends Away

By Joe Freund

I arrived at the AACA Fall Meet on Thursday in the rain to meet up with my buddies from New York and Connecticut. According to the news, Hershey received 9.74" of rain on Thursday and Friday. What a mess, many dealers left. We persevered and got drenched on both days. Tractors were pulling visitor cars out of the mud both days.

Forget dish pan hands, we had dish pan bodies. We also learned that animals from the Hershey Park needed to be evacuated due to the rising waters.

Unbelievably, the show field on Saturday showed no signs of the monsoons and many great antique cars were on display for all to view.



Saturday was bright and clear. This 6 cylinder '49 F-5 truck was in Maryland State Police colors and markings. The picture displayed shows the truck "back in the day" when it was actually a MD State Police vehicle – John Sweet photo.

Expectations

By Dave Westrate

My rising expectations for Hershey this year were bolstered when days before, the weather forecast was full of sunshine. It brought back memories of last year, which was spectacular.

Eric and I arrived Wednesday and set up our tent with the boys at the new camp site. As we hit the fields, we kept glancing toward the sky wondering how much we would be able to see. All I needed this year were two rear shocks for my '39 Woodie project, which I had discovered were missing. On Day 2, I found a beautiful set of four and, because the price was right, I bought the fronts as well.

Now here is why Hershey works, the booth where we bought the shocks was 100 yards from where Dave Blum parks his van. As is our custom, many club members meet for the lunch break at Hershey World near Dave's van. At lunch, Dave was

Hershey continued on next page

Hershey continued from previous page

kind enough to offer to let us put those heavy shocks in his van. We later retrieved them when we all met for dinner that evening.

Soon after lunch on Thursday, it started raining hard and by 10 pm (after I got the shocks back) we packed up the tent and headed home. Hershey is simply all about the people and the parts. And, we did see our friends and I did get the parts I needed and hopefully next year will be dry.



Bill Selley, Cliff Green, Dave Gunnarson and Dave Westrate just before Dave and Eric packed up and headed for home on Thursday night. Dave Gunnarson and Ken Burns followed suit while Cliff and Bill stuck it out. Cliff's son, Russell, drove up to Hershey and joined us for dinner at Duke's. After dinner he came back to the campground, pitched his tent and spent the night – that tells you a lot about how strongly Cliff and Russell are bonded as father and son.

The Find!

By Cliff Green

Strolling down the aisles of the Hershey flea market looking for distributor parts, I happened on a vendor with miscellaneous items – sort of a jumble. In the middle of the table was a big model of a '49 woodie with a \$35 price sticker. Knowing that any woodie model is highly collectable and usually pricey from observing the ads in the back of "Woodie Times," I immediately inspected the thing. Big – 12", all metal, details including windshield wipers, rear view mirror, three seats and correct color, just like Bill Simons! I couldn't believe what I found. I have never seen one like it. There were no identification marks as to who built it. I offered the vendor \$30 and he took it.

Since I am selling stuff rather than collecting, I thought that Bill would enjoy this find. Where we gather for lunch at the Chocolate World, I placed THE FIND on the table and waited for Bill to show up. We met in the deli line and I told him "Wait 'till you see what I found." He got to the table before me and the troops would not let him touch it! He gave

me the \$30 for it. I asked him if he would take it to some toy vendors to find out who made it and the value – "Nope, it goes in Blum's car right now – I don't care." This is why we go to Hershey!!!



A New Member Reports...

By Gay Herrington

Visiting Hershey, PA, for the annual Fall car show was so much fun. The theme "Rolling Art on Wheels" was perfect—this is my view of the old cars: works of art in metal. I followed all of Clem's sage advice except that I couldn't find any plaid to mismatch with my stripes (this seemed optional anyway). The treasures I found were original Ford tools for my 1949 F-1. I purchased a jack and a lug wrench. I want to thank everyone in the club who sent me to the tool tent across the bridge. The tent was logically laid out and the young man working there with his dad and grandfather (always nice to see) was very helpful. I also bought an inexpensive old V8 hubcap for the garage wall. Just liked the look of it.



Gay on the Chocolate Field with her new tools. Old Hershey hands will recognize the sheet metal in the background. Seems like this vendor brings the same stuff year after year.

I walked seven miles that day, and I didn't get to

Hershey continued on next page

Hershey continued from previous page

see everything. As a newcomer to the Hershey experience, I couldn't help but notice that everyone was friendly and smiling. Usually in a large crowd you'll see someone having words or getting cranky, but it was peaceful everywhere it seemed. People chatted about treasures found, bargain prices, their favorite fries, the coolest cars—people were spirited and happy to be there. I had to drive home that night but even that was sweet. A lovely sunset of blue, purple, pink, and orange streaked across the sky as "Sentimental Journey" played on the 1940's radio station. The past I never saw and the present I was living in seemed perfectly unified in real time—in the day at Hershey and this wonderful sunset-lit horizon.



Hershey Wives Luncheon

By Editor

On Friday, October 11th a group of NVRG wives once again met at Brion's Grille for their annual Hershey Wives Luncheon. This year was a little different because several of their husbands either hadn't been able to go up to Hershey or had abandoned ship in the torrential downpour on Thursday night.



Sarah Gunnarson, Char McDaniel, Sandra Green, Liz Simons, Cindy Dubois, Norma Blum and Helen Burns enjoy some "me" time during Hershey week.

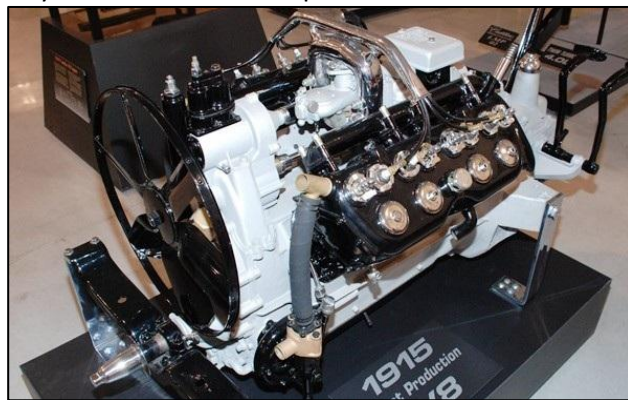
OCTOBER PROGRAM

V-8 History Lesson at Hershey

By John Ryan

One of the most anticipated parts of the Hershey experience is the possibility that you'll see some very unique, rare and/or historically-significant vehicles. In this regard, the 2013 event did not disappoint. At Hershey, there were two rare vehicles which are major milestones in the development of the American V-8 engine: a 1916 Oldsmobile and a 1932 Pontiac. We give Henry a tremendous amount of well-deserved credit for successfully introducing the mass-produced V-8 engine in his 1932 models. Ford's design featured a one-piece block casting and a two-plane, 90° crankshaft. However, these features had been previously introduced by other manufacturers. The two vehicles at Hershey demonstrated some of the V-8 developments leading up to 1932.

The 1916 Oldsmobile V-8 was perhaps the first attempt to introduce the V-8 engine in the mid-price segment of the market. Up to this point, the V-8 was limited to expensive luxury cars, most notably Cadillac which introduced the V-8 in America in its 1915 models. The Cadillac engine (and those of all other luxury makes that shortly followed Cadillac's lead) consisted of three major castings: two banks of 4 cylinders bolted to a separate crankcase.



1915 Cadillac V-8 – the black bank of 4 cylinders has twin spark plugs per cylinder.

Obviously, this construction was very expensive. The Olds broke new ground by using only two castings. The two castings were mirror-image banks of 4 cylinders each with an integral half-crankcase. The two crankcase halves were bolted together (in a manner similar to an air-cooled VW or Porsche) to form the complete engine. As with the Cadillac, the Olds used a flat-plane 180° crankshaft with fork-and-blade con rods. This 246 in³ V8 engine was produced

V-8 continued on next page

V-8 continued from previous page
 only through about 1923, partly because its share of
 Olds' production declined in favor of a (lower cost)
 six cylinder engine introduced in 1918.



1916 Oldsmobile V-8 Model 44 with a "runabout" body.



Oldsmobile (as did Cadillac) ran the exhaust directly from the combustion chamber to the exhaust manifold avoiding the overheating problem common in Ford Flatheads.

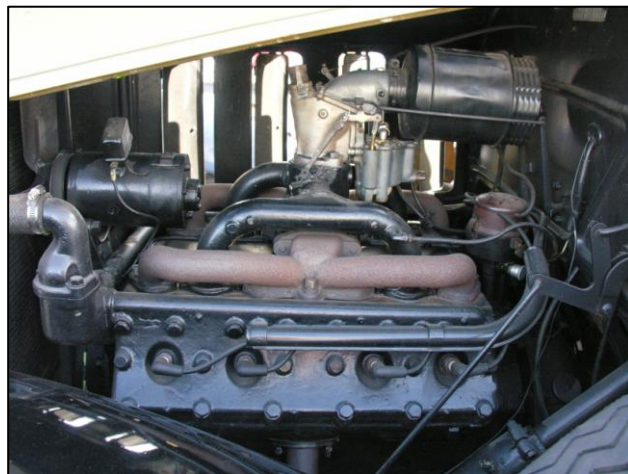
The 1932 Pontiac was the last year for the V-8 engine introduced by Oakland in 1930. (Oakland was discontinued after 1931 in favor of its less-expensive companion make, Pontiac.) Pontiac used the V-8 engine for only one year in an Oakland-like upscale model which was not a winner in the depths of the Depression. (In 1933, Pontiac dropped both the V-8 and their straight-6 and introduced a straight-8.)



The 1932 Pontiac Model 302 V-8 powered Sedan.

The 251 inch Oakland/Pontiac engine featured a one-piece cylinder block casting, horizontal valves with roller cam followers, and a flat-plane 180° crankshaft with a unique synchronizer which eliminated the vibrations inherent in this design.

The Oakland exhaust system is also of special interest. The exhaust manifolds, mounted on the top of the engine, collected right and left-side exhaust together and routed it through a single passage through the center of the left-side engine cooling jacket to exit the block at a single port, much like the center exhaust passage of the Ford flathead. The single passage through the block probably heated the coolant less than the six passages of the Ford V8.



The 1932 Pontiac V-8 top-mounted exhaust manifolds are joined together to combine exhaust gases collected directly from the combustion chambers and pass them down through the left hand side of the block.

It is important to mention one other V-8 milestone (not seen at Hershey): the 1929-30 Viking V-8. Viking was an upscale companion car to Oldsmobile. Its 260 in³ V-8 engine pioneered the one-piece V-8 block casting and also had a two-plane 90° crankshaft (introduced by Cadillac in 1924). Unfortunately, the Viking, priced about 50% higher than the Olds, was out of step with the times (like Oakland) and was discontinued after 1930 so only about 7-8,000 Viking V-8s were produced. This milestone engine could be considered the progenitor of our familiar Ford V-8.

WELCOME TO THE CLUB

John Milburn
 Brentwood, Essex (England)
 1950 V8 Ford Pilot

Welcome continued on next page

Welcome continued from previous page

Rob Pond

Clifton, VA

1941 Pickup

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Love on a Rebound

By Rob Pond

From 2001 to 2004 the recreational part of my brain was partitioned into three sections: boat ownership, boating and golfing. Put me at the helm in control of a pair of twin diesels with channel markers to pursue and I'd forget about golf for a while. Piloting our own boat charters on the Chesapeake Bay was a great way to gain experience with someone else's boat and to acquire a better perspective on what type of boat to own. Great cruising waters and destinations were ahead for years to come, so I thought. When it came to shopping for our own boat, I discovered my wife Terri just wasn't onboard. She liked the idea of cruising on other people's boats more so than actually owning a boat mortgage marina-hopping lifestyle.

Feeling boatless with no channel markers in sight, a classified ad in AutoWeek caught my eye and there it was – not a boat but a car and not some ordinary car. This was a build-it-yourself kit car light years ahead of dune buggies waiting to be customized and navigated on asphalt.

The car in the classified ad was Factory Five Racing's latest in-production creation. Dubbed the Spyder GT, it was sleek, stylish, affordable and very red. Following a trip to FFR's production facility, it didn't take long for my interest in boat ownership to fade into a cloud of kit car dust.

This whole kit car thing was a big surprise to my bride, but she liked the idea of owning something more affordable that kept me off the streets at night and away from marinas on weekends. She was sure that it had never been mentioned even once during our 33 years of marriage, so she cornered me for an

explanation as to how long this car building urge had been kicking around. "All my life after seeing the classified ad" seemed to be my only plausible defense.

Competence leads to confidence is my motto. Being a novice in car building, it seemed like a good idea to attend an FFR-sponsored build school at a local community college near Detroit. Following build school, it was time to prove to myself that a person with minimal hands-on automotive experience could construct a car that would be enjoyable and safe to drive.

While waiting on my kit order, it was time to get control of my garage. What a perfect excuse to recover what was never mine! Son's car: gone; wife's: stuff and other crap, gone! With updated power tools, storage cabinets, shelving for parts and a garage full of over-organized kit stuff, it was now time to have some fun. At times you could hear Tim "The Tool Man" Taylor grunting with approval.

I'm not stupid so I found a consultant. Actually a handful of local consultants and a ton of virtual consultants pitched in to help me. An online forum geared towards FFR cars and its owners provided an incredible amount of hands-on information and near real-time advice from members. Likewise, car restoration and do-it-yourself shows, Barrett-Jackson, Mecum Auctions, Car Crazy and My Classic Auto, F1 and Rolex Grand AM quickly became my preferred sources of entertainment. Over time I began to pay attention to antique cars and trucks.

The donor car for this kit was the '87-'93 5.0L Fox-body Mustang. Although a decision was made to do a "non-donor car" build, I decided to keep the 5.0L spirit with a Ford 302 crate engine topped with Edelbrock aluminum heads, intake and 4-bbl carburetor, Ford 8.8" rear end, Ford brakes and classic billet wheels.

As previously mentioned, the advertised Spyder in AutoWeek was red. For several years my Spyder was red in my mind until some point in time it morphed into smoke silver, then back to red and eventually to Corvette Electron Blue – (sorry guys!). This shade of blue zipped by us one day while we were driving along Interstate 95 in Virginia and my bride said "I want that color!" OK, who am I kidding here? We made a deal. She gave me the garage on the condition she could pick the color and vanity plates.

My Spyder was completed with the help of a
Welcome continued on next page

Welcome continued from previous page professional build/paint shop in 2012. They say love found on a rebound is never lasting...well I say "they" are clueless. My passion for this build project today is just as strong now as it was in April 2005 when the kit was delivered. This passion and the exposure to the antique car and truck world eventually led me to my latest project – a 1941 Ford ½ Ton Pickup. For some reason, I find owning a vehicle with a flathead that is 10 years older than I to be extremely satisfying yet challenging at the same time.



2013 ANNUAL FALL MEMORIAL TOUR

By Keith Randall - Photos by Keith, Editor & Jim McD

Our 2013 NVRG Annual Fall Memorial Tour, covering over 400 miles, was not only a great success but, a lot of fun as well! Master Tourmeister Don Lombard and his able assistants Bill Simons, Mike Gall and Bill Selley did an outstanding job of selecting the route and sights. This was a somewhat more ambitious tour because in addition to Virginia, scenic byways in West Virginia, Maryland and Pennsylvania were traveled. The bias belted and radial shoed vehicles all performed as their owners expected and there were no mechanical difficulties encountered.

Tour participants were: Don & Tina Lombard ('57 Ford Sunliner); David & Norma Blum ('39 Lincoln Zephyr); Leo & Kathy Cummings ('50 Mercury Monterey); Bill & Liz Simons ('49 Ford Woodie); Ken & Helen Burns ('41 Ford Woodie); Jim & Char McDaniel ('51 Ford 'Cruiser'). Driving modern were Cliff & Sandra Green, Keith & Susan Randall and Mike & Kay Gall.



Chilly but amazingly clear skies greeted as we set off from Fair Oaks.

When planning any tour, the weather forecast is always a concern but, we lucked out October 18-20. The 18th and 20th were absolutely perfect fall days with sunny blue skies. Even the 19th only became cloudy with very light rain that started in the late afternoon and ended overnight. Car covers came out for the Woodies that night and all was well!

Day One - Friday: We left the usual Fair Oaks Mall location at 9:30, took I-66 West where most of us experienced an true accordion panic stop as we pulled off onto Rte 28 North – VERY exciting! After reaching Rte. 50 West the trip into Winchester, VA, was uneventful. We pulled into a Sheetz for a 'pit stop' before continuing on to Romney, WV for lunch.



Bill Simons shows everyone a "Simons" brick given to him by the owner of the Italian Touch Restaurant in Romney, WV.

After a fine lunch at the 'Italian Touch Restaurant' the group was fortified and ready for more historic, scenic back roads traveling to the United Airlines Flight 93 Memorial near Shanksville, PA. The memorial is the nation's permanent memorial to the 40 passengers and crew of Flight 93. It is their final resting place and their remains are buried there. The actual crash site was simply a smoldering crater and the coroner directed that it be backfilled. A large boulder now marks the crater's location.



The phased construction of the memorial calls for the construction of a visitor center in the near future that will house exhibits and recordings of

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phone calls made by the passengers on that fateful day. Remember, the crash site of flight 93 is only 18 minutes flying time to the U.S. Capitol.

As Ken and Helen Burns were departing the Memorial at closing time, Robert Franz, the Park Ranger, asked if there were any veterans who would like to volunteer to lower and fold the Memorial's flag. Ken quickly rounded up Cliff Green, Keith Randall, Jim McDaniel and Don Lombard who were all honored to take part in this simple but meaningful ritual.



Park Ranger Robert Franz supervises NVRG veterans as they fold the flag at the United Flight 93 Memorial.

In the "small world" category, Robert Franz is a graduate of Woodson High School in Fairfax City and a retired US Army Blackhawk pilot. All NVRG members folding the flag, except Don, are former military pilots and Ken and Jim flew helicopters in Viet Nam.

Departing the Flight 93 Memorial as it closed we back-tracked to the Shawnee Motel in Schellsburg, PA. The motel is located on the Lincoln Highway, was first opened in 1955 and hasn't changed much over the years. In fact, the current owner is the daughter of the original owner who built it. The tour group used the Shawnee as the base for additional touring on Saturday.

Day Two - Saturday: This day started *really* foggy.



Fog shrouded our cars when we walked outside. Schellsburg VFW Post 4440 is directly across the street.

One of the sharp eyed crew spotted a sign on the VFW across from the motel that advertised an all-you-can-eat breakfast open to the public. After a hearty meal we headed out for the day with Mike and Kay Gall in the lead. The fog lifted and we had partly cloudy skies with only occasional light rain by late afternoon. Our first stop was Gravity Hill.

[Gravity Hill](#) is a phenomenon of nature. Cars roll uphill and water flows the wrong way. So why does it happen? Some speculate that it's an optical illusion while others assert that there's a warp in the earth's gravity. Whatever the reason we were all puzzled by the experience!



NVRG members about to experience Gravity Hill where your car rolls backward up the hill!

Bedford County is noted for its variety of covered bridges set in picturesque settings. The bridges were built over 100 years ago by craftsmen who worked by hand to make structures that would withstand rain, snow and hard use by the traveling public. The bridges that we visited included 'Cuppett's', 'Ryot's' and 'Dr. Kniesely's' where the tour group stopped for a group photo.



Woodies and the wooden bridge.

The 'Reynoldsdale Fish Culture Station' otherwise known as a trout hatchery raises over 335,000 trout (brown, brook, rainbow and golden) for release each year. It takes about a ton of feed a day to raise all the trout to an average 10" to 11" before release. Inside the main building at the hatchery there's a two story tank filled with some pretty big trout as well as a small museum featuring fish, reptile and ecosystem displays.

Tour continued on next page

Tour continued from previous page



We're looking at some good eatin' here!

Lunch was next at the 'Slick's Ivy Stone Restaurant'. The owner is a friend of Mike Gall's and he opened the restaurant early just for our group. The atmosphere is interesting with antiques, curios and other bric-a-brac. The staff was dressed in colonial dress and that added to the atmosphere as well.

After lunch, we all headed for 'Old Bedford Village'. The village is a recreated pioneer village dedicated to preserving and interpreting Pennsylvania's history, especially early rural architecture, artifacts and folk life. There are over 40 log and stone structures and among these are two early school houses, several craft shops and a house that was completed in the late 1700s.



Susan Randall and Kay Gall in the Milliner's Shop.

After spending a couple of hours wandering through the village, we all headed back to the Shawnee Motel to freshen up (and take naps!) before dinner. We all then carpoled to the '[Jean Bonnet Tavern](#)' for dinner. The tavern is listed on the National Register of Historic Places and located along the Lincoln Highway. Saturday was indeed, a day packed full of adventure and I think everyone enjoyed a good night's sleep at day's end.

Day Three - Sunday: Homeward Bound! After breakfast, some on the tour took a more direct

routing home while the rest followed more scenic and historic back roads through Paw Paw, WV. It was apparent that farming was the main activity in the valleys and mining was going on in the mountains. It was another gorgeous day for driving the old V-8 Fords and enjoying the spectacular fall foliage on scenic byways. If you didn't make the Fall Tour this time, try to next year – You missed a good one!

Cliff Green received the following email after returning from the Fall Tour – Ed.

Hi Cliff,

Wanted to share a photo with your club that I took when some of your members toured Bedford County 10/18/13. I was staying at the motel and this was my view when I opened my door Saturday morning. I loved it!!! It was foggy and it made the picture even better. Made it into black and white and it looks so cool like that. The Shawnee Motel was opened in 1955 and is currently owned by Bill and Thelma Triplett. Thelma is the daughter of the original owner who also built it. Seeing the vehicles in the parking lot of the vintage motel was just spectacular!!!

Thanks – Mary Beth Weyant



RESTORATION ROUNDUP

Budster Has Returned!

By Gay Harrington – October 6, 2013

Just have to share the good news that Budster arrived this week. I've been taking him out on the neighborhood roads to get acclimated. Has three on the floor, but is a world apart from the 5-speed Mini Cooper I usually drive! So far, so good.

I'll be at Hershey on Wednesday, but not with Budster. Hope to find a jack and some essential tools (it came with none). I found a guy named Lindley Stacey from the V8 magazine ads; he has show quality tools for the F1's from 1948--July, 1949.

My truck was assembled in November, 1949, so I'm not sure how different the jack/tools would be--

Roundup continued on next page

Roundup continued from previous page

haven't figured out what changed after July. Since my truck numbers don't match and the truck isn't 100% stock, I'm looking for non-show (cheaper but good) essential tools. Appreciate any "essential-tools-to-carry" advice! If anyone happens to see a good jack for this truck, please don't hesitate to call my cell (on Dave's list). Thanks and happy hunting to all.



Number 3 of 12

By Colin Spang



This is my 1938 LZ Convertible Coupe at the paint shop devoid of any paint as it came back from the specialist blasters. The interesting point is the factory lead in the body which is the lighter grey colour. Overall the body is in very good condition for a 75 year old convertible that spent most of its life in Scotland (cold and damp).

It is number 3 of 12 RHD Type 760 convertibles (two seater with short top) and the only known survivor. Two came to the UK while the remaining 10 were all shipped to Argentina.

TECH TALK

New Front Coil Springs

By Jim McDaniel – "High Sheriff"

Many of you may remember my woes with a weak front coil spring in my '51 sheriff's cruiser. I'd

posted about it before and asked advice from the club members. I had an obvious suspension problem that resulted the left side of the car dipping down more than the right side, and a high speed "oscillation" or rocking of the car resulted when I encountered a bump or dip at much over 50 mph. At about 70 mpg, a good highway dip would really get it going, to the point I felt it was dangerous. It blew a shock on me in Illinois or Indiana on our "Grand Tour Across America," and I had to replace both front shocks. That helped a little but didn't fix the underlying problem.

Not only did I get some good advice through the club's listserv, I also got an offer from club member Russell Brown for some NOS front coil springs that would fit my '51 Tudor, but didn't fit his '49 convertible. I bought them from Russell, and just got around to having them installed this week.

I got the car back today and took it for a test drive. It has fixed about 75 percent of the problem. At speed, there is still a little dipping/rocking when I hit a dip in the road, but it's a lot less, and it now recovers quickly -- much better than before. My thought now is that one of the rear leaf springs may also be a bit weak. Clearly the big problem was with the front coils.

Attached is a photo of the old coil springs taken off the car today. Note the depressed coils near the top of the left one and the fact it is a good two inches lower than the right one. Also, when you look straight down on the left spring, the top several coils are slightly bent off to one side. That also resulted in the car leaning much more to the left in a right turn than a left turn. That's gone now and the lean feels about the same for left and right turns.



Thanks to all of you who provided me information and tips, and especially thanks to Russell Brown for having exactly what I needed.

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



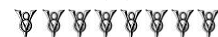
Wanted –Anybody got a decent '35 Ford horn they want to sell? I have a decent can - the guts are beyond rebuilding. Any leads appreciated. **Nick Arrington** nta1153@verizon.net or 703-966-8422 08/13



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 – Correct tire iron/jack handle (78-17081) for 1941 Ford.



Ken Burns. helenandken@verizon.net or 703-978-5939. 11/13



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

2014 NVRG CALENDARS ARE HERE!



All new and they're going 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 November general membership meeting or at the Holiday Gala, December 7th.



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 our November meeting or...
- ✚ 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

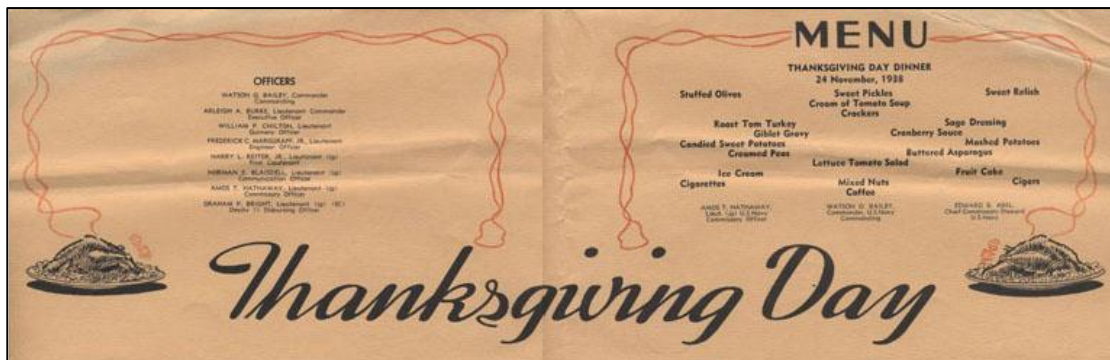


<u>November</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Jim McDaniel and Bill Simons tell us about their fabulous cross country tour <u>to</u> Tahoe. Bring your wives or significant other. Refreshments: Frankie Martin
16	November Tour – Shop tour to Moyer Motor Cars in Front Royal and Bill and Karl Anderson’s <i>Early American Auto Repair</i> in Berryville. We’ve planned a lunch stop also. Depart Fair Oaks Mall at 9:00. Contact Art Zimmerli to let him know you’re attending or if you have questions: viewtown@cox.net or (703) 323-1774.
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.
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.
???	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>January</u>	
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Jim & Char McDaniel and Bill & Liz Simons tell us about their fabulous cross country tour <u>returning from</u> Tahoe. Bring your wives or significant other. Refreshments: John Sweet
TBD	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	January Tour – Tentative tour of historic portions of Reagan National Airport led by our own Paul Malandarino, the airport manager. More info to follow.
28	NVRG Board of Directors Meeting – 7:30 pm @ TBD. 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



Thanksgiving 75 Years Ago Aboard the USS Craven (DD-382)

Lcdr Arleigh Burke (a famed WWII, Korean War Naval Officer and later Chief of Naval Operations) was the Executive Officer. The menu included cigars and cigarettes. Certainly unhealthy/non-PC today!



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

November Program: The Road Home to Tahoe

Mark your calendar! The November Meeting is on Tuesday, November 12th 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