

Northern
Virginia
Regional
Group



Value Clatter



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

www.nvrg.org

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December 2013

Ken Burns - Editor

SHOP TOURS ARE US

November Garage Tour

By Hank Dubois – photos from numerous contributors



A nice collection of seven flathead V-8s and 2 collector cars – Dominique photo

The November Garage Tour on Saturday the 16th was NVRG's final tour of the year and it turned out to be a dandy. Tour Director Art Zimmerli had arranged a full schedule for the day and the weather reports were mostly favorable so I expected that a pretty good number of NVRGers and V8s would be at Fair Oaks Mall. I wasn't disappointed! When I pulled my Coupe into our usual rendezvous spot, I spotted eight other vintage rides – mostly V8s – and a swarm of V8ers. This was going to be a great tour!

Standing by and ready to get going were: Bill Simons ('34 Tudor), Clem Clement ('39 Peekup), Ken Burns ('41 Woodie), Jim McDaniel ('51 Cruiser), Leo Cummings ('50 Merc Monterey), Wayne & Jane Chadderton (newly acquired Glacier Blue '53 Convert), Bryan Chadderton and Cheryl Cervenak ('37 Tudor Street Rod), Rick Parker ('66 T-Bird) and Hank Dubois ('35 Coupe). Driving modern or riding along in the vintage cars were: John Sweet, Don Lombard, Art & Steve Zimmerli, Dave Westrate, David Blum, Gay Harrington & friend Dominique, Dave Gunnarson, Cliff Green, Bill Selley, Bill Potter & Elyse Kudo, and Keith Randall. Joining the tour in Front Royal and driving modern were: Hank Amster, Jim Crawford, Mike Prater, and Don Pauly.

After the obligatory photos at Fair Oaks, we headed out I-66 toward Front Royal with High Sheriff McDaniel in the lead. The skies were cloudy and there was a bit of mist in the air but it wasn't raining and we were hopeful that the weather would soon improve as the forecasters had promised. Our vintage cars performed flawlessly in the cool autumn weather on I-66. As we approached the Blue Ridge at Linden, the sun finally broke through and for the rest of the day it was bright and sunny. The run to Front Royal took a little over an hour and we pulled into Moyer Motorcars around 10:30 AM.

[Moyer Motorcars](#) is a sales, repair and restoration facility that specializes in vintage Rolls Royce and Bentley automobiles and had changed considerably since our last visit several years ago. A sizeable addition to the facility had been erected. Walt Moyer, owner of the enterprise, greeted us and explained how the new

Tours continued on page 3

Up Front with the President



December 2013

As November, Thanksgiving and Hanukkah fade into memory (and our waist lines), we know that Christmas is not very far behind. Although the hustle and bustle of the season can be frantic at times (and the weather outside frightful), December is always a favorite time of the year. It's a time when we not only reflect back on the memories of Christmas past, but also look forward to the joy and wonderment of the future.

In the past weeks I've thought back over my last three years as president and can say with certainty that this one of the best car clubs I have ever been a part of. Great cars, great events, and the most energetic bunch of V-8ers I have ever known have made my tenure as President of Regional Group 96 of the Early Ford V-8 Club a real pleasure. I want to thank each and every one of you for making the NVRG so successful, especially my wife **Shelley** for being so understanding as well as the 2013 Board of Directors; **Jim McDaniel, John Ryan, Wayne Chadderton, Dave Gunnarson, Mark Luposello, Keith Randell, Dave Westrate, Hank Dubois, Cliff Green, Joe Freund, Art Zimmerli, Don Lombard, Eric Sumner**, and especially our editor, **Ken Burns**. Many, many thanks to you all for serving so ably and so well. I hope Santa brings you every part you need for you cars on Christmas Day!

This goes double-so for the club: everyone in the NVRG deserves an extra dose of Holiday Cheer. We have accomplished much during the past year as well as a created a lot of happiness in our travels around Northern Virginia and the country. The smiles and good times that we generated while driving down the road in our flathead Fords, Lincolns and Mercurys certainly is a capitol reason to put us all down on Santa's "Good" list! Looking to the future, I know the best is yet to come and success will continue under the able leadership of president-elect **Jim McDaniel** come January! So be ready for even more excitement!

Just like that giddy anticipation you had when you were seven, waiting for Santa to deliver presents, 2014 will offer a veritable Christmas cornucopia of fun! Lots of great events are being planned as well as some really interesting and informative programs. To start the new year off right, I hope to as many of you as possible at the Christmas party coming up on Saturday, December 7th, at the Country Club of Fairfax. Many thanks are extended to **Sandra** and **Cliff Green** and **Dave** and **Sarah Gunnarson** for making this upcoming event come together. Enjoy a great holiday season and see you on the Road!

Merry Christmas, happy holidays and have great new V-8 (and V-12) year!

John

Tour continued from front page

addition (when finished) would become the repair and restoration shop while the original facility would be refurbished as the office and sales showroom. Mr. Moyer pointed out a couple of Rolls/Bentleys stored in this area that had previously been owned by celebrities including a 1967 Rolls Royce convertible that was purchased new by Bing Crosby and a 1997 Bentley Brooklands sedan formerly owned by Billy Joel.

We learned that many of the '70's & '80's vintage Rolls/Bentleys are not particularly expensive to buy but, not surprisingly, they can be very expensive to repair/restore and maintain. We were then on our own to peruse the many and varied cars in the new space as well as in the original space. There were 40 plus cars to look at ranging from a brass-era Model T Ford Speedster to a '37 Cord Convertible to an '80s vintage armored Bentley Turbo R Sedan.



Keith Randall leads the group discussion around the '12 Model T Speedster and Clem Clement ponders the '37 Cord that is missing its supercharger – Dave Gunnarson photos.

One of my favorites was a rare '57 Dodge Hard-top equipped with a hemi engine and 2 4-bbl carbs. Before we knew it, it was time for lunch.



The 354 inch, dual 4 barrel Hemi in this '57 Dodge Custom Royal Dodge cranked out 340 horsepower – Dave Gunnarson photo.

After lunch, it was off to one of several storage locations in the area that Mr. Moyer owns or uses to store his inventory of "as found" vintage cars, again mostly Rolls/Bentleys. This location was only about a mile from our lunch stop and contained 30-35 cars packed tightly together in one area and another half-dozen or so cars plus a large piece of construction equipment in another area. Among the more interesting cars seen here were a late '30's Packard Convertible, an '80's/'90's Rolls Coupe, and a

pristine, low mileage '70's/'80's Lincoln stretch Limo.



This early 1946 Continental Cabriolet belonged to Mr. Moyer's father and appeared to be imminently restorable – John Sweet photo.

Our next stop was Bill Anderson's [Early American Auto Repair](#) Shop in Berryville. Bill and his father, Karl, who started the business, are well known to many NVRGers who have had work done on their V8s by them over the years. Bill was outside to greet us as we drove up.



Arriving at Bill Anderson's shop – John Sweet photo.

We were getting ready to go into the shop when someone noticed that Clem and his '39 Peekup were not with us. Jim McDaniel decided to back track and find out what happened to him while the rest of us visited with Bill. Early American Auto Repair is a clean, well-equipped shop operated by a man who has a real passion for our old cars be they stock or modified.



Bill had a '37-41 distributor set up on his Sun 500 diagnostic machine while we were there – John Sweet photo.

Tour continued on next page

Tour continued from previous page

Bill explained his operation to us and described some of the projects/jobs he is currently working on. One of his more interesting projects involves the upgrading of a '26/'27 Model T Coupe with a Model A frame and running gear in order to make it more road worthy and reliable. Bill had also just finished working on Don Lombard's '57 Convertible so Don took it out for a road test before driving it back home after our visit.

Back to Clem and his '39 Peekup: Jim did find him and with him were Cliff Green & Hank Amster and Jim Crawford & Mike Prater who had stopped to help when the Peekup died on the road. Apparently, Cliff and Clem were pretty sure it was an electrical problem so they tried all the usual fixes including replacement of the condenser and tightening up all the loose connections. Eventually Mike Prater suggested that maybe the truck was out of gas. No, can't be, says Clem but, guess what, it was! So, after Jim "Always Prepared" McDaniel provided a gallon of emergency gas, Clem finally rolled in – a bit chagrined, perhaps, but happy, nonetheless, to be there with a running truck! Not to worry Clem – we've all "been there & done that!"

Since the afternoon was getting late, most of the group headed back home hoping to get there before dark. An intrepid few, however, stayed on to visit Locke's Mill, a restored early 19th century grist mill, located just a couple of miles away from Bill Anderson's shop. Bill knows the owner/restorer of the mill and arranged for our visit which proved to be very interesting.



Clem's revived Peekup in front of Locke's Mill – Clem Clement photo.

The owner explained how he had restored the mill over a period of many years and showed us how the mill operates from its large water powered wheel to the specially cut white grinding stones. The mill is capable of grinding various types of grain including corn and will soon be operating as an authentic historic mill catering to customers interested in specialty and organic products.

By now, there were only three of us left who

were driving V8s: Jim McDaniel with Keith Randall riding shotgun, Clem, and myself. We agreed to stick together for the drive back to Fairfax but first, we had to make sure Clem filled up his gas-starved Peekup in Berryville. It was dark when we left Berryville around 5:15 PM heading east on Route 7 with Jim Crawford and Mike Prater behind us in a modern car. The weather was clear and it wasn't that bad driving with our less-than-bright 6-v headlights. However, all that changed pretty quickly when we crossed the Shenandoah River and started climbing up the Blue Ridge. There was mist in the air and it started getting cloudy as we gained elevation. By the time we got to the top, it was downright foggy and it was drizzling enough to require wipers. Luckily, my single wiper worked, barely, but enough to clear a little field of vision when there was enough vacuum! We made a brief stop in Purcellville so Jim could check out the pickups at Hamilton Motors, a dealer in vintage cars and pickups.

When we left Purcellville, I decided to get between Jim, who was leading, and Clem since they both have sealed beam headlights while my Coupe has the original 50 cp bulb headlights. Needless to say, the ride back to Fairfax with drizzle, wet roads and fog was less than enjoyable although it was uneventful. After this experience, I'm seriously considering the installation of sealed beam headlights on my Coupe and doing something to improve the operation of my vacuum wiper as well as the brightness of my tail lights.

All in all, this was a really fine, 130 mile tour and a great ending to our touring season. Kudos to Art Zimmerli for setting up this tour and all the others he put together to make our 2013 touring season one to remember. Thanks from all of us Art!

Home Safe at 7:04 PM

By Clem Clement

What a great tour we had today! Wonderful folks – great eye candy cars and a super lunch. I think me and my '39 (Uncle Raeman) merged together in the fog, mist and light rain on the way home. It goes something like this:

- Wind the window down to unstick the wiper;
- wipe once;
- wind the window up because it was cold;
- look for the flashlight;
- put my Vietnam cap on as the water is hitting me in the forehead (???);
- wind the window down.

Tour continued on next page

Tour continued from previous page

- Repeat above numerous time.

The engine loves the wet cool air and we got along well on the DARK trip home!! Turns out me and Uncle Raeman are both askeered of the dark.

The problem with the truck on the hill was because I fed the chickens breakfast, at lunch they got into some Bentley rust flakes and choked. I fed them some freshly ground corn from the grist mill (I told them it was Jersey corn) and all was well again. But then critters got to fussing about the rain, so I hadda put up with their squawking in the cab under my feet ...



Uncle Raeman and one of the chickens.

Mike Prater Adds

I'm so glad you got home safe. Jim Crawford and I were both worried about the long ride home you had in Uncle Raeman. We hoped your windshield wipers were working and the lights were bright enough to see in all that fog and drizzle. Both the fog and drizzle seem to swallow headlight beams as if they were some kind of monster. You and Uncle Raeman both, indeed, have a right to be askeered of that kind of **DARK**. The boogy man is out there somewhere and he's not afraid of the lights.

Best be careful what you feed them chickens in the future.

Again, glad you got home safe and sound.

WELCOME TO THE CLUB

Bryon Chadderton

Herndon, VA

Clark Hoyt

Great Falls

1936 Five Window Coupe

1940 Deluxe Coupe

www.clarkfhoyt@gmail.com

My 1936 Ford Coupe

By Clark Hoyt

My '36 Ford 5-window coupe came out of Phoenix. My wife and I were visiting her family in 1993. As I always did when we went to the land of rust-free cars, I bought an issue of Auto Trader, looking for my dream: a 1940 Deluxe coupe like the first car I owned at 14. Instead, there was this car – a body shell on a bent frame with no interior, engine or running gear. When the owner found out I would be taking it to Virginia, he initially refused to sell it to me, but he finally relented.

The body from the cowl back was in perfect shape and still had the original apple green striping on it. But the car had been wrecked years before, so the hood, radiator shell and front fenders were all old sheet metal from a different car or cars. I had the frame straightened, boxed and modified with a Mustang II independent front suspension and rack and pinion steering. It was then shipped to Manassas Park, to my friend Jim Walker at [Classic Automotive](#), who took it from there.

The car runs a ZZ3 GM crate motor with tuned port fuel injection. That power is delivered through a Muncie four-speed transmission to a nine-inch Lincoln read end. The brakes are Wilwood racing discs on all four wheels.

The body is dead stock, except I removed the external rear spare, a decision I now regret. The color is the original black with interior done in lipstick red leather.



The car has been on the road for 17 years and has been on one long trip from Miami, where we lived for a while, back to Virginia. It is fast and handles beautifully.

But it isn't a '40 coupe. On a trip back to Arizona in 1998, I finally found one in Auto Trader – only about five blocks from my wife's parents' home in Mesa. It was an original, complete car, running but

Welcome continued on next page

Welcome continued from previous not driveable. It is currently at Classic, and after a long rest while I was otherwise occupied, it is finally going to be restored. This one will be original, with a mildly hopped-up flathead. Stay tuned.

CELEBRATING 75 YEARS OF THE 1938 FORD

1938 was a very dismal sales year for Ford Motor Company with Ford sales decreasing from 945,329 in 1937 to 366,388 in 1938. That's a decline of nearly **61 percent!** It's no wonder then that we have very few club members owning 1938 Fords. There just weren't that many to start with. Having said that, here are the 1938 Fords in the NVRG.



Bill Chaney
1938 Deluxe Club Coupe – 7,171 produced



Harry Foer
1938 Standard Hearse – production: very low



Mark Luposello
1938 Standard Coupe – 34,059 produced



Keith Randall
1938 Deluxe Fordor – 92,020 produced



Colin Spong
1938 Lincoln Zephyr Cabriolet (RHD) – 12 produced



Joe Wright
1938 Deluxe Convertible Sedan – 2,743 produced

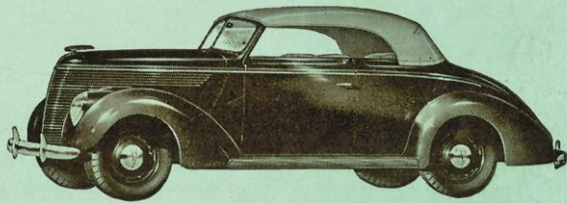
More on the Australian 1938 Ford Standard Roadster
By Trevor Poulsen

(In early November Trevor sent me the following email: "Hi Ken, In the latest V8 Times, there is an Article on an Australian 1938 Ford Standard Roadster. The photos were in Black & White, as there are only so many pages devoted to Colour. However, I have the original Colour Pictures if you would like me to send them to you for using in your Club Magazine." Below are the three color images that ran in the V-8 Times piece plus an additional image that was not included in the article.

1938 continued on next page

The attractive Coupe and Roadster are of the highly successful Club body type introduced by Ford last year. Five or even six adults ride in comfort, all *inside* the car. The rear seats are removable to give extra luggage carrying accommodation, in addition to the big luggage compartment. The Business Sedan has a capacious, built-in luggage trunk at rear, and is more roomy and comfortable even than the 1937 De Luxe Sedan.

THE BUSINESS ROADSTER



This rendering, which appeared in *V-8 Times*, clearly shows the Club Coupe lineage along the beltline where one can see the vestiges of the door post uprights.



This image is from *V-8 Times*. Snaps for the side curtains, as well as the rear seat backrest, were easily visible when I zoomed in on the original image Trevor sent me.



This view, also shown in *V-Times*, shows the heavy duty trailer hitch. Zooming in on the original images shows that lift-the-dot and twist studs attaches the rear of the top to the body. Makes sense, as most Roadster tops are fully detachable.



This image wasn't included in *V-8 Times*. Another view of the heavy duty trailer hitch and a lot of heavy iron links hanging alongside.

And Finally a Few '38s that Didn't Make It



This '38 had California tags, a radio and a sealed beam conversion kit when it met its demise in this concrete pipe.



This '38 open car was used in a crash awareness campaign, probably in California where Golden Eagle was headquartered.

An Oral History – The Recollections of Buzzy Potter

Recorded and edited by Dave Gunnarson. This is the seventh installment in a continuing series. (Ed.)

First Car

My first car, which is still in my garage, is a 1931 Essex Boattail; that was quite a car. I got the Essex through an accidental circumstance. I was selling motorcycles and sold one, a little 1930 Harley single, to a kid. Someone stole it from him. He said he couldn't pay any more money on it because he didn't have it. Since it was stolen and I couldn't reprocess it, I went to see the guy that co-signed the note for the kid - a guy the kid worked for at the gas station - Bob Condit. There was this strange car in the back yard - a '31 Essex Boattail Speedster. It was for sale, \$50. He said it was very fast and he had beat the Jersey State Police to the Delaware line and got away. They were rum running in the trunk of the car. I said, "You co-signed the note and there's still \$19 on it, I'll give you \$31 and the note in exchange for the car." He said "Ok, fine." and it was mine. He'd take the \$19 out of the kid's hide later. So, that's how I got the car. I'd just turned 17 and drove the Essex to High School. It was originally turquoise, but I spray painted the car powder blue - the first paint job I did with spray gun. My mother called it the "Easter Egg".

Then I got the 1936 Ford convertible – it had everything the Essex didn't have: radio, heater, back seat. So I sold the Essex to the Good Humor man. He drove it home to Rochester, New York.



This is why it is called a Boattail – a very popular style in the 1930s.

First Car Returns

Many years later, 46 to be precise, I saw a 1931 Essex Boattail for sale in Hemmings for quite a bit

more money than when I sold it. I asked my wife "Want to go for a nice long country ride? Get packing. We're leaving in the morning for Rochester, New York." I drove up there and looked it over. It had been restored but the powder blue paint was still in the driver's door jamb. Matching numbers and everything, serial number 1248800, the same as the one I sold long ago. A stunning revelation. It's a miracle in itself. So I bought it, and brought it home.

I got it back just in time for my 50th high school class reunion. I parked it in front of Kenwood Country Club in Bethesda with a little sign on it explaining the circumstances. Back home again. It's an outstanding revelation to me that I got my old car back after 46 years.



Buzzy's 1931 Essex Boattail Speedster at Hershey in 1994.

Six Dollar Car

We also had a couple of Terraplanes. When I was 16, a local preacher had a 1928 Essex Boattail which had just been completely overhauled and he wanted five dollars for it. So I bought it and found it had no battery in it. I paid one dollar for a used battery and painted it up all beautiful wild colors like it originally had, not just tattle tale gray and sold it to a local boy for a little more money.

Asleep at the Wheel

We got a new 1936 Terraplane with an electric shift - the latest miracle in cars. The dealer was stuck with it, so I got my pappy to buy it, electric shift and all for \$600, cheaper than a Ford. I loaned it to a buddy to drive his date home to Wilmington, Delaware from the Maryland University Dance. He took his date home and when he returned he went to his folk's house and couldn't get into the house because it was locked up. So he attempted to drive back to my dorm room on campus. He fell asleep half way back, smashing everything. The car caught fire and he was hauled out before he burned up in the fire. We couldn't put it back together, so we got

a used one and used pieces of the old one, motor and all that. It doesn't pay to fall asleep at the wheel.



A 1936 Terraplane "back-in-the-day." However, the sharp dressed owner isn't Buzzy.

IN MEMORIAM

Jerry Hill

By Jason Javaris

I received word that Jerry Hill, a long time early Ford enthusiast and former NVRG member, has lost his short battle with cancer. At last count Jerry had owned fifty plus 1940 Fords over the years and had also become interested in 1940 Mercurys in more recent years. He was a fixture at Hershey for many years. His outgoing personality knowledge and enthusiasm will be missed in the hobby.



Jerry Hill at Hershey in 2011.

RESTORATION ROUNDUP

My Concealed Optima

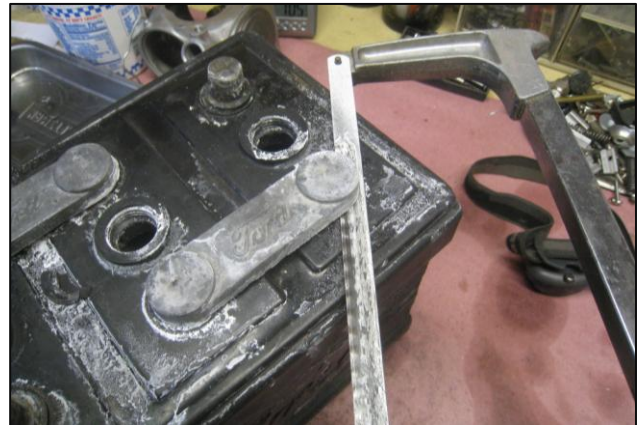
By Cliff Green

Well, my lead/acid Ford Script battery from New

Castle gave up the ghost after 5 years, just like my previous one. The cost of a Ford Script keeps going up and up and the reputation of the Optima gets better and better, plus the price has been going down. So, I bought one from Amazon for \$109 with shipping. This was after the sticker shock of the prepackaged Optima in a Ford case from B & G (\$330 plus shipping).

I made a wooden fixture to hold the Optima in the battery tray, but every time I opened the hood, that red top contraption just glared at me. It defeated the originality of the rest of the engine bay. After researching Internet articles I decided to install the Optima in my old Ford battery case. I used 3 pounds of baking soda over three days to neutralize the acid.

After the acid was neutralized the next operation was to cut off the lead terminal connectors with a hack saw.



Then using a wood chisel I chopped away on the top carefully saving the area around the battery caps.



The plastic (?) breaks off easily. The posts were pulled out of the battery cells with no effort. You will note that the cells are in compartments and the

Roundup continued on next page

Roundup continued from previous page

walls were snapped off down to the top of the cells to ease removal. I used a pair of pliers to rock the cell back and forth and pulled them out – some came out in pieces.



With the case empty I used a die grinder to remove the remainder of the cell walls and the grid on the bottom. The grid would have raised the Optima too high in the case. In order for the Optima to fit, a little material has to be milled from its side flanges too. With the Optima in the case it sat a little too low so I put a 3/16th plywood spacer in the bottom.



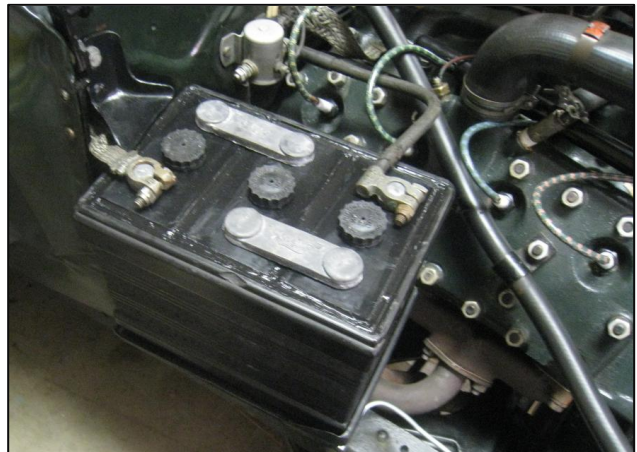
Home Depot had the .094 sheet of plastic (Styrene?) that I cut to size on my table saw with a 140 tooth plywood blade, also the three cell raisers. The assembly was epoxied together. After careful measurements the holes were cut for the filler plugs and posts using Forstner bits. Using the thin plastic enabled the posts to sit up high enough for the cable clamps to seat securely. I used Krylon satin "Fussion" paint for the plastic.

The filler cap bases were radiused with my circular sanding wheel and trimmed down to 5/8" thick

with enough threads remaining to screw in the caps. These were super glued onto the holes in the top. Likewise the lead "Ford" bars.



I used DAP black silicone rubber sealant for the "tar." I ran a bead between the cells bars and used a tablespoon to smooth out the sealant. This material is a good substitute. If you do not like the results, the material can be peeled out after it dries and try again.



If one inspects the battery carefully, you would note that the posts do not line up with the battery caps. Otherwise this is a very good concealment of modern electrical technology. My total cost was \$131.50 and about 6 - 7 hours

Goggle search "Optima SC6A battery in a Ford Script Case." This a great article by D. Clink with pictures and templates.

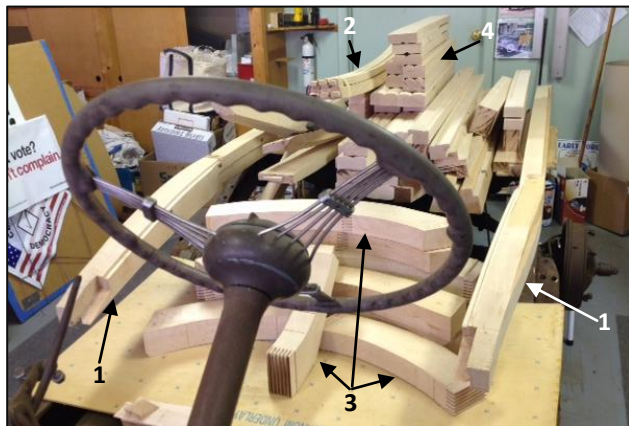
The Wood Pile

By Dave Westrate

Dave Westrate recently sent out the following email (Ed.): "V8ers, in case you ever wondered how big a wood pile it takes to build a Woodie body, now you know. Have a great week end!!!!"

Roundup continued on next page

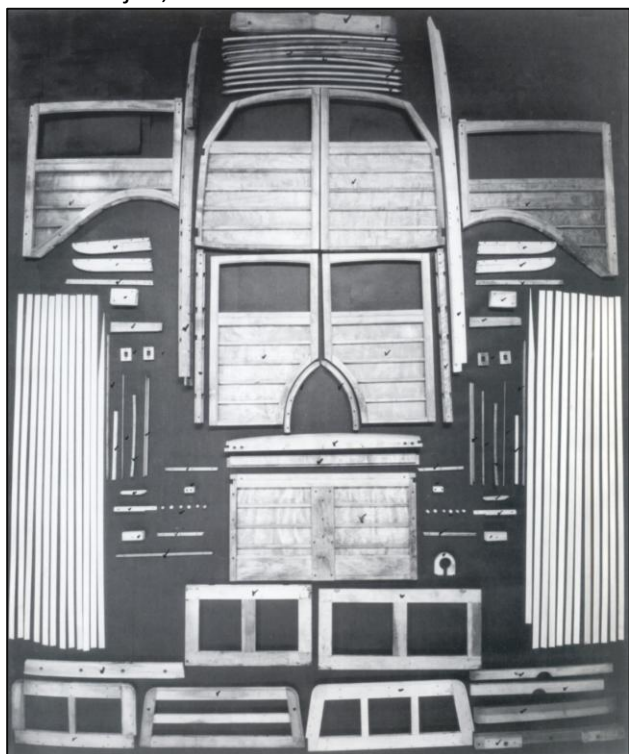
Roundup continued from previous



Some of the easily recognized pieces: 1 – roof side rails; 2 – roof cross bows; 3 – rear quarter and door dog legs; 4 – beltline and door horizontal pieces.

Cliff Green responded: “Nice firewood!!! There are 445 board feet of lumber in every 1940 woodie – 167 sizes and shapes of wood (from “Story of the Ford Station Wagon - Ford News, Feb 1940).

Good job, Dave. Easier the second time around?



These are the wood pieces Ford used to build a 1937 Station Wagon body at its Iron Mountain, MI, plant. This picture shows the doors, tailgate and quarter panels assembled. Imagine how cluttered this picture would be if all of those assemblies were taken apart.

For more information regarding what it takes to craft an entirely new wood body see “How to Bring a Woodie Wagon Back to Life” on the [Popular Mechanics](#) website. Don’t be fooled by the Packard Woodie on the first page – the rest of the article features Dave and his work.

My Tire Quest Has Finally Ended

By Ken Burns

Back in the November 2012 *Valve Clatter* I reported on my quest to buy some Ford script blackwalls for my second Woodie while at Hershey. Bottom line: couldn’t find any. (See the November 2012 *Valve Clatter* for the back story).

Before heading off to Hershey this year I again did my due diligence and checked numerous web-sites for prices. Armed with that info, I headed off to Hershey ready to buy five new blackwall tires. I visited all the usual tire vendors at Hershey and found I could actually buy the tires cheaper online. [Performance Plus](#) in Long Beach, CA, turned out to be cheapest – free shipping and only \$22.95 packing charge. I ended up paying \$922.70 for five Firestone 6:00 by 16 Vintage blackwalls and five tubes. Prices for five Firestones and tubes at the other places I looked (including all the familiar Hershey names plus some others) started at \$967.25 and went as high as \$1,033.27.

I ordered the tires on November 7th and they arrived on the 12th by FedEx Ground; three in one sturdy carton and two in the other; the tires were separated from each other by a sheet of heavy cardboard; the tube for each tire was with the tire.

As the saying goes “It pays to shop around.”

A BIG THANK YOU FROM THE EDITOR

As I write this just before Thanksgiving I have many, many things to be thankful for; a few that are profound, others more mundane and many that fall somewhere in between.

Once again I’m thankful for all the folks who help make the Valve Clatter a great newsletter. It’s always risky to name names since I might inadvertently leave someone out. My apologies in advance if I missed you but here goes: Nick Arrington, David Blum, Wayne Chadderton, Clem Clement, Jim Crawford, Hank Dubois, Joe Freund, John Girman, Jim Gray with an A, Cliff Green, Diane Groves, Dave Gunnarson, Von Hardesty, Gay Harrington, Mel Herwald, Clark Hoyt, Jason Javaris, Jim LaBaugh, Dean Larson, Char McDaniel, Jim McDaniel, Greg Mensinger, Rob Pond, Bill Potter, Buzz & Ginny Potter, Trevor Poulsen, Keith Randall, John Ryan, Chris Sanders, Bill Simons, Art Spero, Colin Spong, John Sweet, Dave Westrate and Mary Beth Weyant who loved our cars at the Shawnee Motel during our Fall Memorial tour.

You are ordially invited to attend the

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 Tudor Sedan. Reliable driver. Original except for 12v electrical system including electric wipers, turn signals, high torque starter and PowerGen . Fresh engine, clutch, and transmission. New dual exhaust system. Brakes redone as well as steering. The body is original and in original paint except for some touch-ups. LeBaron Bonney interior including headliner. Low mileage 600 x 16 Cokers. All exterior trim, chrome and bumpers, running board covers, replaced with Drake repros. Dash is refinished as original. \$20K OBO. **Bill Tindall** 804.818.3595 (H) or cell 804.972.9570 or earlyfordguy@yahoo.com 12/13



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. Runs cool. Needs body work and paint but no large dents or structural problems. Rebuilt brake and master cylinders, new metal brake lines and hoses; gas tank rebuilt, new shocks, new floor pans. New exhaust, tune-up, carb rebuilt, rebuilt generator, new regulator, new wiring harness, all new head, parking and tail lights, turn signals with flashers, custom 3-point seatbelt harnesses. Many extra parts: rebuilt radio, NOS speedometer, heater, right side window channels and moldings, etc. 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

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 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...
- ✚ 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>December</u>	
7	Annual NVRG Holiday Gala at the Country Club of Fair Fairfax. See page 12 for complete details.
10	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	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 returning from 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.
18	January Tour – Tentative tour of historic portions of Reagan National Airport led by our own Paul Malandarino, the airport manager. Lunch in Crystal City/Pentagon City following tour. More info to follow.
28	NVRG Board of Directors Meeting – 7:30 pm @ TBD. All welcome to attend.
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>February</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBD Refreshments: TBD
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.
23	Clem and Sandy's 41st Train and Old Car Day – mark your calendars now – more details to follow.
25	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
25	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
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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

December Program: HOLIDAY GALA

REMINDER!!! There is no meeting at the Hunter House on December 10th. Join us at the Holiday Gala on Saturday, December 7th instead. Complete details are on page 14.



FIRST CLASS MAIL

Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 2218