

Northern
Virginia
Regional
Group



Value Clatter



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

www.nvrg.org

Volume XXXVI, No. 4

April 2014

Ken Burns - Editor



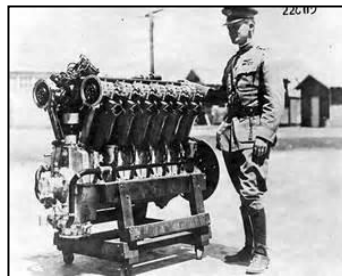
Death and Rebirth of a Classic

By Bill Simons – images by John Sweet and from Internet

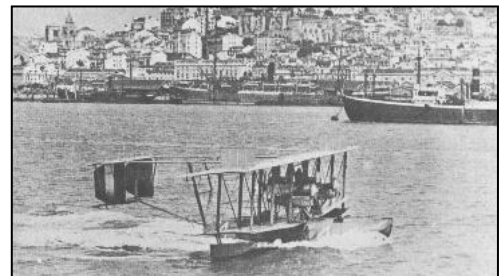
According to Lincoln guru, John Sweet, it all began during World War I when Henry Leland, (who was one of the founders of Cadillac and later sold it to William C. Durant at General Motors but remained on board at Cadillac as an engineer and executive) had a falling out with Durant. Leland wanted to help the war effort by building Liberty V-12 aircraft engines but Durant, a pacifist, wouldn't agree. As the war progressed into 1917, Leland known as a Master of Precision, resigned from Cadillac and started Lincoln Motor Company to build Liberty aircraft engines. The Liberty V-12 was designed May 1917, by a team of engineers from the Aircraft Production Board, in just five working days, at the Willard Hotel in DC. Before production of the engine stopped in January 1919, Lincoln Motor Company produced 6,500 of the 20,478 Liberty V-12s that had been built.



The Willard Hotel in 1910. The Treasury building is to the left of the Willard.



Then-Major Henry "Hap" Arnold with a Liberty V-12.



The Navy's NC-4 used Liberty V-12 engines to become the first aircraft to cross the Atlantic in 1919.

In 1918 when the war ended and there was no need for more aircraft engines Leland decided to turn his skills into building automobiles. In 1921 the Lincoln Motor Company became the Lincoln Automobile Compa-

Lincoln continued on page 3

Up Front with the President



April 2014

Well, hasn't this been the winter that just won't quit? Lots of snow, snow, snow! It's now over a week into spring and I still have snow on my lawn. We've had a few nice days this month to get the cars out, but they haven't lasted long. I was able to get my '51 cruiser out twice in March on what turned out to be sunny and pleasant days, although cold as it was still below freezing (my heater worked great!). I had it in the Old Town Alexandria, Virginia "Ballyshanners" Saint Patrick's Day parade and transported the Mayor of Alexandria along the parade route in my car, and I also had it in the Washington, DC Saint Patrick's Day parade and transported the Sheriff of Prince Georges County, Maryland.

Everyone had fun and all seemed to enjoy the lights and "maximum noise" I was able to share with the crowd with my siren – which is actually a restored 1940s 6-volt fire truck siren. We got lots of smiles and waves from the crowd.

Incidentally, the above photo was taken in Cody, Wyoming with the Cody sheriff's cruiser during our "Grand Tour Across America," returning from the EFV8CA's Grand National Meet this past summer. The statue is that of the town's namesake, Buffalo Bill Cody.

I do believe we've now seen the last of Mother Winter, and we should be getting into more comfortable weather for getting the old flatheads out of mothballs and back on the streets. We have some fun events waiting for us this spring and summer.

As is reported elsewhere in this issue, the membership got to experience a very interesting and informative presentation at our March membership meeting from our former President, John Sweet. We all know John is a Lincoln guy, and he is really "full-to-the-top" with all kinds of facts and details on the "Death and Rebirth" of our Fords' first cousin, the Lincoln. It was a great presentation John. Thanks.

Coming up at our next meeting on April 8 will be another great technical presentation on our Ford's cooling systems: radiators and water pumps. Cliff Green will be providing the program. I would suggest you visit our calendar page in this issue for other upcoming programs and tours.

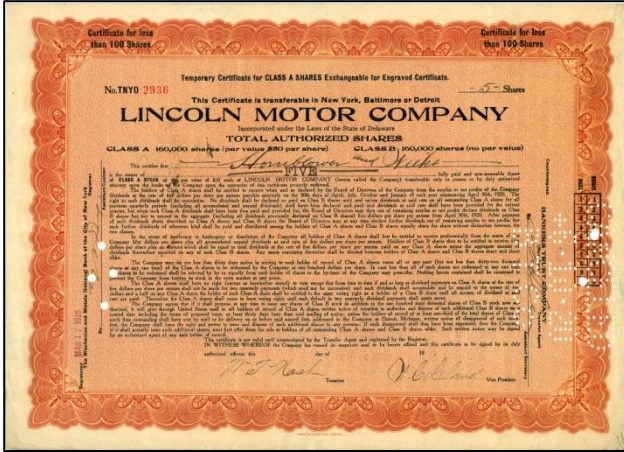
Speaking of Cliff, he is our NVRG webmaster and has been updating our webpage. One item that we need your help in updating is the membership page on the website that lists the cars you have, along with photos of your cars. Please review the page at (<http://www.nvrg.org/Members.html>) for currency and accuracy. If you'd like to update your entry, all you need to do is to send your photos to Cliff at cliffgreen@cox.net. Feel free to provide captions for the photos, or even a short story to accompany your entry. Cliff will do the technical stuff necessary to build the page. Take a look at Bob Belsley's page (<http://www.nvrg.org/Members/Belsley1.htm>) as an example of captions and a short story.

On a somber note, I am sorry to report that one of our members recently lost his wife to a tragic accident. Carol Sanders, the wife of Chris Sanders, one of our members in the United Kingdom, had a fall in their home in England, resulting in a fracture at the top of her spine. Sadly, she did not recover from complications from the fracture. Our Sunshine Committee sent Chris the Club's sincere condolences, and we heard back from Chris expressing his appreciation for our remembrance. In his note back to us, Chris said he had more than 50 "car people" at her funeral, some of which they had known for 40 years. Chris, we again express our sadness and sincere condolences for your loss.

Jim

Jim "High Sheriff" McDaniel

Lincoln continued from front page
ny, named after our esteemed 16th president, and
produced the first Lincoln (Leland-built).



Bill Simons owns this original Lincoln Motor Company stock certificate. The certificate is signed by Wilfred C. Leland, Henry Leland's son.

While a marvel of engineering and precision, it unfortunately was not a great sales success. It was deemed to be too drab, too boring, and not at all stylish, and considering that it cost a whopping \$4,600 it was no surprise that sales were poor.

**LINCOLN
MOTOR
COMPANY**
DETROIT
MICHIGAN

Price	\$4600
Three-Passenger Roadster	4600
Five-Passenger Phaeton	4600
Chassis	4000

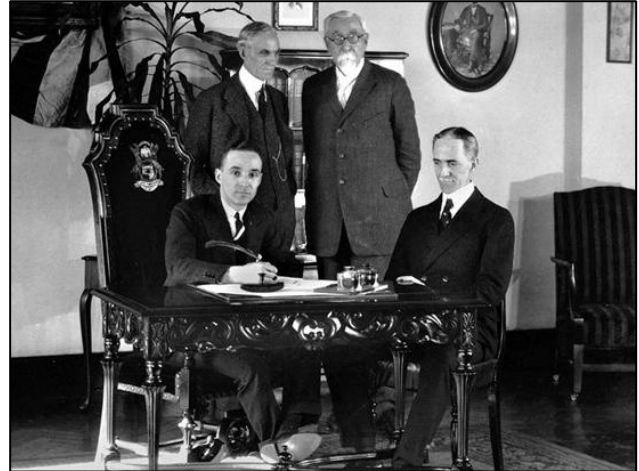
LINCOLN (LELAND-BUILT) TOURING CAR

<p>COLOR Body, Lincoln blue with striping to match interior finish; running gear, fenders, radiator, hood, frame and springs, black enamel</p> <p>SEATING CAPACITY Seven</p> <p>POSITION OF DRIVER Left side</p> <p>WHEELBASE 130 inches</p> <p>GAUGE 56 inches</p> <p>WHEELS Wood or disteel</p> <p>FRONT TIRES 33 x 5 inches</p> <p>REAR TIRES 33 x 5 inches, anti-skid</p> <p>SERVICE BRAKE Contracting on rear wheel brake drum</p> <p>EMERGENCY BRAKE Expanding on rear wheel brake drum</p> <p>CYLINDERS Eight</p> <p>HOW ARRANGED V-type, 60 degrees</p>	<p>HOW CAST Four, en bloc</p> <p>HORSEPOWER 36.45 (N.A.C.C. Rating)</p> <p>BORE AND STROKE 3 3/8 x 5 inches</p> <p>LUBRICATION Full force feed</p> <p>RADIATOR Tubular</p> <p>COOLING Centrifugal pump</p> <p>IGNITION Storage battery</p> <p>STARTING SYSTEM Single unit</p> <p>STARTER OPERATED Gear to fly wheel</p> <p>LIGHTING SYSTEM Electric</p> <p>VOLTAGE Six</p> <p>WIRING SYSTEM Single</p> <p>GASOLINE SYSTEM Vacuum</p> <p>CLUTCH Dry multiple disc</p> <p>TRANSMISSION Selective sliding</p> <p>GEAR CHANGES Three forward, one reverse</p> <p>DRIVE Spiral bevel</p> <p>REAR AXLE Full floating</p> <p>STEERING GEAR Worm and sector</p>	<p>SEATING CAPACITY Seven</p> <p>POSITION OF DRIVER Left side</p> <p>WHEELBASE 130 inches</p> <p>GAUGE 56 inches</p> <p>WHEELS Wood or disteel</p> <p>FRONT TIRES 33 x 5 inches</p> <p>REAR TIRES 33 x 5 inches, anti-skid</p> <p>SERVICE BRAKE Contracting on rear wheel brake drum</p> <p>EMERGENCY BRAKE Expanding on rear wheel brake drum</p> <p>CYLINDERS Eight</p> <p>HOW ARRANGED V-type, 60 degrees</p>
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In addition to above specifications, price includes windshield, speedometer, ammeter, clock, tire pump, electric horn and demountable rims.

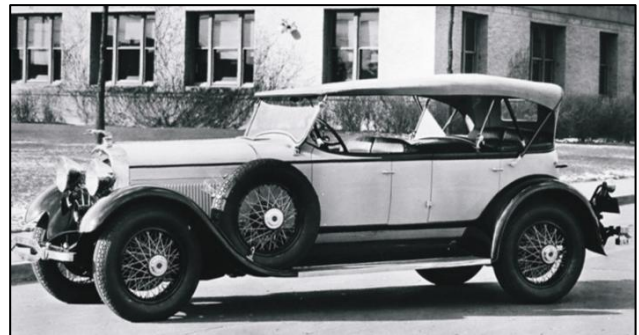
Sometime in 1921 Henry Leland and his company ran afoul of this country's tax laws and in 1922

the ownership was transferred to Henry Ford through a court ordered sale.

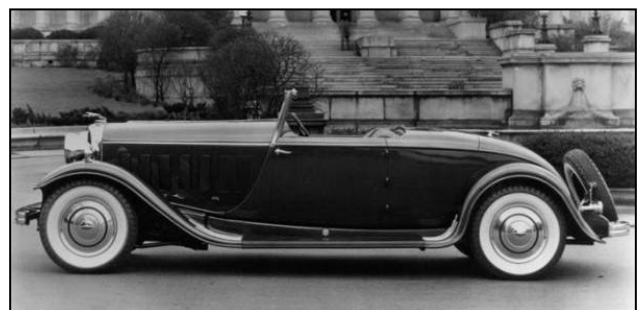


The sale is consummated. Edsel Ford signs the sales documents while Wilfred C. Leland (seated) and Henry Ford and Henry Leland look on.

Within months the Lelands were out and Henry Ford placed his son Edsel in charge of the Lincoln division. With Lincoln engineer well established, Edsel put the styling of the body as his first priority and produced the beautiful L model Lincolns from 1924 to 1930.



Where as Henry had vowed to build the most popular car in America, Edsel over at Lincoln, vowed to build the **BEST** car in America. Edsel's Lincolns were big, fast, luxurious automobiles driven often by chauffeurs for the rich and famous. These were the Roaring Twenties and there was plenty of money available for fancy cars. Lincoln production continued into the 1930s with the introduction of the beautiful new KA and KB models.



A 1932 Lincoln KB Convertible Coupe – kind of a super-sized Deuce Roadster. Lincoln continued on next page

Lincoln continued from previous page

The KB had an astounding wheelbase of 145 inches! Many of the various body styles were created by independent coach makers as requested by the buyers, many of them one of a kind.

In late 1931, Edsel hired E.T. "Bob" Gregorie to work with him as an auto body designer at Lincoln and to also to make styling of Ford cars more appealing and up-to-date. Gregorie had a huge impact on the design of the 1932 English Ford Model Y whose design the following year was up-sized and sold in the US as the 1933 Ford.



1932 English Ford Model Y.

In addition to his "day Job" over the ensuing years Bob Gregorie collaborated with Edsel on designing and building a series of custom-built "Special Speedsters" for Edsel to use on his Winter estate in Florida.

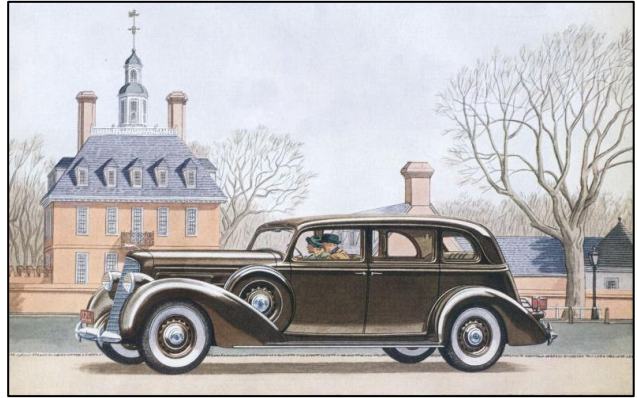


Edsel's 1932 Ford Special Speedster. The car still exists, has been restored and was shown at 18th Amelia Island Concours d'Elegance in March, 2013.



The 3rd Edsel/Gregorie collaboration was this 4 seat, 2 door tourer built late in 1934. Henry nixed production of it as did Brewster but Edsel took it to England where it eventually influenced the Jensen brothers.

Meanwhile the nationwide Great Depression was taking its toll on all the luxury car makers and Lincoln sales steadily declined from 5,667 in 1931 to 1,515 in 1936.



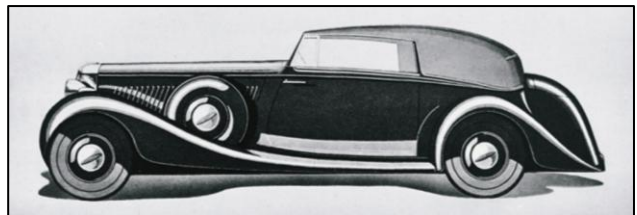
A 1936 ad for a Lincoln K Limousine in front of the Governor's Palace in Colonial Williamsburg, VA.

Edsel could clearly see the handwriting on the wall and determined that the public wanted a smaller, less expensive Lincoln that customers could drive themselves. By 1936, working together, they created the new Lincoln Zephyr. Where the K Lincoln cost \$5,500 new, a new 1936 Zephyr cost only \$1,200. The Zephyr had streamlined styling and sported a new V-12 engine. Sales were robust and Lincoln had survived, only to run into the teeth of World War II.



The all-new 1936 HV-12 Lincoln Zephyr.

In 1938 Edsel made a tour of Europe and was impressed with the styling of the cars that were being produced on the continent. They were low to the ground with long hoods and rather short back ends.



A Carrington Coupe.

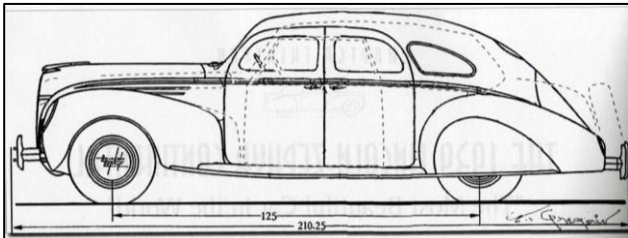
When Edsel returned to the US he asked Gregorie to design a new model of Lincoln based on

Lincoln continued on next page

Lincoln continued from previous page “continental” styling for his private use. He had the car shipped to Florida for the winter and by the time spring came he had taken 200 orders for friends and neighbors.



Edsel's continental-style car was hand built based on the 1939 Lincoln Zephyr.



This line drawing, signed by Bob Gregorie, superimposes outline of the Continental over the production 1939 Lincoln Zephyr.

Thus the first Lincoln Continentals were produced in 1939. The car had mechanical problems and leaked like a sieve but the 1940 model was much improved.



This unique shot of the second Lincoln Continental prototype show the long hood/short trunk proportions of the car. It also shows the exposed double whitewall spare tire that Edsel favored but the buying public didn't.



The second prototype at a recent antique car show.



Head on view of the second prototype clearly shows a 1939 Michigan manufacturer's license tag – it still remains on the car to this day.

When the last K car chassis left the assembly line in 1939 production had dwindled to a mere 133 units compared with 21,000 for the Zephyr. The Zephyr marque continued through until 1942 when it was shut down as part of the war effort 1942; it was not resumed after the war. The Continental reappeared after WWII but was shut down in 1948 when Ford, Mercury and Lincoln all introduced entirely new post-war car lines.



The first four generations of the Lincoln Continental marque.

The Continental name has reappeared periodically over the years (the ninth generation of the name was from 1995 to 2002) but the sadly the days of Dearborn producing an elegant, low production personal vehicle are probably gone forever.

John Sweet gave a wonderful presentation of the death and rebirth of the Lincoln automobile.

CELEBRATING 75 YEARS OF THE 1939 FORDS

Last month under the “Ford Trivia” heading I posted the following question: “We’ve all heard about outlaws Bonny and Clyde and John Dillinger’s partiality to stealing Fords for a speedy get-away but here’s another ‘30s era Ford product involved in a Lincoln continued on next page

Lincoln continued from previous page

crime. The question is: What Medal of Honor recipient's father was killed while driving a 1939 Ford Motor Company product? What was the make and model of the car?"

I know you've all been dying to know the answer so here goes. The answer is WW II US Navy Ace Butch O'Hare's father, "Easy Eddy" O'Hare, was gunned down while driving his 1939 Lincoln Zephyr 3 Window Coupe.



The O'Hare death car. If you look closely you can see several bullet holes in the driver's window. It looks like several gents in the background have their fedoras raised in celebration.

Chicago native Rick Parker found the following story by Alejandra Cancino in the January 10, 2010 *Chicago Tribune*.

Begin quote: Did Al Capone order the murder of mob-connected racetrack owner Edward J. O'Hare?

The sensational gangland slaying has gone unsolved for 70 years, but at the request of an influential alderman, Chicago police agreed Tuesday to take a look at the fatal shooting, with a new book due out soon on Capone.

The unusual request came from longtime Ald. Ed Burke, 14th, the council's unofficial historian and himself a former Chicago cop. Burke has co-written a book on the more than 500 Chicago police officers killed in the line of duty in department history. In 1997, he also cleared Mrs. O'Leary's cow of blame in the Great Chicago Fire.

At a meeting of the council's Police and Fire Committee, Burke made it clear he didn't want detectives to spend too much time on O'Hare's murder, saying his intention was simply to set the record straight that it wasn't Eliot Ness who brought Capone to justice, but another federal agent with

the help of O'Hare.

O'Hare, the wealthy president of Sportsman's Park racetrack, was gunned down as he drove on Ogden Avenue near Western Avenue on Nov. 8, 1939. He allegedly had cooperated with authorities against Capone in a bid to ensure his son would be admitted to the Naval Academy. O'Hare International Airport was later named in honor of the son, Edward "Butch" O'Hare, an ace pilot who was killed in action during World War II.

The senior O'Hare's "contribution to the investigation of Al Capone ought to be put in proper perspective, and without his cooperation, there never would have been a case against Capone," Burke said.

Al Wysinger, Chicago police deputy chief of the detective division for the Wentworth and Calumet Areas, said the cold-case squad would review the case file and check out any tips developed from the book "Get Capone." He declined to say how much time the squad would spend on the case.

"In a case that's this old, typically, you wouldn't expect to find anyone living ... or responsible for this, but it would be for the purpose to set the record straight?" asked Ald. Isaac Carothers, 29th.

"This is correct," Wysinger responded.

Some historians believe Capone ordered the murder, but Jonathan Eig, author of the book to be released in April, contended Capone's family was behind the killing. Eig, the lone witness to testify at the committee meeting, said Capone's brothers hit up O'Hare for money shortly before Capone's release from prison.

Capone, a silent partner in O'Hare's racetrack business, was burdened with medical bills, court fines and debt collectors from the IRS, Eig said. "Capone's brothers would likely have turned to O'Hare and demanded Al's fair share of the profits," Eig said.

According to a Tribune article that ran the day after the murder, police and prosecutors posed three possible theories for the slaying: An associate killed O'Hare over an argument about money, the underworld found about his role as an informant or it had

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some connection to Capone's release from prison.

Tim Samuelson, cultural historian of the city Department of Cultural Affairs, said O'Hare's murder has become part of urban folklore. "There are bits and pieces of the actual story buried within this popularly circulated story, but it is filled with inaccuracies and misinformation," he said in an e-mail response to questions from the Tribune.

OUT & ABOUT

Amelia Island Concours d'Elegance 2014

Sandra & Cliff Green

Amelia Island, Florida, was THE east coast destination for automotive enthusiasts from March 6th through the 9th this year, especially for lovers of exotic, elegant and rare automobiles not often seen except in museums or private car collections. This year marked the 19th year for the Amelia Island Concours d'Elegance, held annually during the second weekend in March. It is considered one of the premier Concours in the world, and for car buffs, especially those with special interest in high dollar foreign imports and race cars, it is Valhalla.

From its beginnings 19 years ago, it has grown into an event that many have named the Pebble Beach of the East Coast. Founded and chaired by famous race car driver [Bill Warner](#) in 1996, it has grown annually to now incorporate 4 full days of motoring splendor and auctions, totaling millions in sales, and culminating in the Concours on Sunday.

In earlier years, only [RM Auctions](#) held an auction at the Ritz Carlton on the day prior to the Concours. In recent years, [Gooding & Company](#) has jumped in on the band wagon and this year, [Hollywood Wheels](#) successfully entered the market and held their first auction at the gorgeous new Omni Hotel at Amelia Island Plantation.

Impressive viewings, catered private soirees, and the featured auctions were held at both the Ritz and the Omni for the 4 day weekend, and multiple car shows were held leading up to Sunday's Concours d'Elegance. One could stroll among incredible automobiles parked along the emerald green fairways adjacent to both the Ritz and the Omni Hotels on Saturday. Vendors were set up with high end memorabilia, clothing, accessories, and works of art. The entire weekend was a feast for car enthusiasts from far and near.

The auction viewings were car shows in themselves. No question, this is an automotive event for the high rollers. There are very few Fords here, nor

hot rods or muscle cars. Rather, Maseratis, Porsches, Rolls Royces, Duesenbergs, Bugatis, Delahayes, Lamborghini's, etc.....you get the picture.

The Gooding Auction has been very successful in recent years at Amelia, and elaborate tents were set up at Amelia Island Plantation for displaying the cars to be auctioned. Cliff balked at the \$30 admittance fee for the viewing, but our son Russell insisted we go for it, and we purchased a couple of tickets and a beautiful catalogue. Little did we realize that multiple food and beverage stations were set up for the viewers to sample, and the offerings were first rate...even Mimosas, Bloody Mary's and a fancy coffee bar/station that put Starbucks to shame. Our tickets were good for two days admittance to the viewing, auction, and complimentary full breakfast! This auction turned out to be the bargain of the entire weekend. Sandra even met [Wayne Carini](#) of "Chasing Classic Cars" immediately upon entering the first tent....she played star struck groupie, and he graciously posed for a photo with her! Yes, he is as short as he appears on his TV program. This Friday auction concentrated on high end foreign sports cars and a few American classics. The only Ford represented was a 1950 6 cylinder F-1 (\$22,000).



The RM Auction is held on Saturday at the Ritz Carlton. The cars are displayed on the lawn and tents outside the hotel with the ocean in the background, as well as an eye popping display in a glittering ballroom setting inside the hotel. I saw only two of "our kind", a '41 woodie – nice older restoration (\$82,500) and ...



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a '36 club cabriolet that was pure perfection. This gleaming black showstopper was at our Fairfax meet (the owner said our show raised the standards!!!) and included several rare accessories like a NOS oil cleaner and a NOS electric glove box clock plus a Columbia, etc. Someone paid \$127,500!!!!...a record, no doubt.



A 1950 Packard Woodie really caught my eye...restored to perfection. It sold for \$82,500...more than the estimate....and a lot of car for the money I thought.

We really enjoyed the activity at the striking new Omni Amelia Island Plantation Resort on Saturday afternoon which was easy walking distance from our condo. Probably because this was the first year for the Hollywood Wheels Auction, the crowds were not as intense. The cars to be auctioned by Hollywood Wheels were more to our liking and within budget. We saw lots of '50s Mopars and GMs and a sprinkling of Fords; '33 Woodie, '46 Sportsman, '40 Merc convert sedan, and a '39 convert. Everything was well displayed in the cavernous convention facilities and outside in the courtyard. We enjoyed watching some spirited bidding, and waiters came by offering complimentary appetizers....classy touch....and by now it felt good to be sitting down in comfort and resting our weary bones!

On Saturday morning there was a "Cars and Coffee" event drawing over 300 cars which was held on the golf course grounds adjacent to the Ritz Carlton. Owners and clubs from surrounding areas displayed their cars....mostly high end imports. In front of the main entrance to the Ritz was an additional display of drool worthy new cars for those with unlimited budgets...Porsches, Maseratis, Mercedes, Ferraris, and Lamborghinis, just to name drop a little. Some could even be test driven! On Saturday afternoon, the Omni golf course was the setting for another sizeable car show named "Need for Speed", featuring foreign, and high dollar sports cars and boats. It was hard to take in everything.

The main event was the Concourse on Sunday. The weather was perfect and the fairway was lush, green, weed free perfection....it made you want to run around barefoot! Tickets were \$60 in advance, and \$80 at the gate! It went to charitable causes in the local area, so you didn't mind the steep ticket price. Because of the crowds, we did notice lines for food, bathroom, etc. The crowds attending this event are growing by leaps and bounds each year.

Cars for the Concours must be invited, and there were big heavy classics along with zillions of foreign, sports and race cars. Ten Packard concepts cars were displayed and drew lots of interest. The only V8s were a '40 Standard Woodie showcased at the Hagerty Insurance display...



a '47 Sportsman and...



Could use more varnish on panels!

a '48 Ford convertible dunesmobile with 900x13 tires.



Sleeping Bear is owned by Frank Hagerty and has a [great back story](#).

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The NVRG was represented by the Greens, David and Norma Blum, Bill and Liz Simons, Don and Mary Fowler, Russell and Mary Green and Ken Gross. It is a once in a lifetime classic car event for those living on the east coast, so you should consider putting that on your "To Do List."



Saint Patrick's Day Parade in Alexandria

By Jim McDaniel

Just for grins, thought I'd send a few photos from today's Saint Patrick's Day parade. I was the first car in the parade as I transported the Mayor William D. Euille from the start to the reviewing stand. Had the opportunity to make LOTS of noise. Lots of smiles from the curb.



I was the only Club car there. Vern Parker was the judge again this year. Best of show (the only winner) was a very nice 1960 Austin Healy 3000. Cold day in the lower 30s. Happy to report my heater works great.

E-MAILBAG

The Budster's Very Significant Birthday

By Gay Harrington

I'm calling the F-1 a 1949 based on my research of its numbers--it was produced on 11/08/1949. But because it was sold in 1950, the registration (and

title) of it reflects that year. Not sure if your list goes by production, registration, or title dates, but if possible I'd like to go with '49 because it's a tribute truck to my Dad, and that was one of his happiest years of his life. He married my Mom the same month this truck was born!

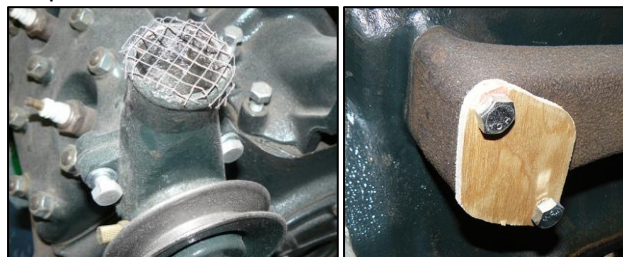
Editor's Note: Gay Harrington sent Dave Gunnarson the above update for her entry in our NVRG roster. Since you've all had a chance to check the roster, now you'll probably also want to check your entry on the [NVRG website](#). If you don't have a picture of your car up there all you have to do is send on to [Cliff Green](#) and he'll post it for you. It doesn't matter whether the car is a Dearborn winner or undergoing a total restoration – just show us what you've got.

TECH TALK

Mouse-Proofing

By Dave Gunnarson

To my dismay, I discovered a mouse nest in my rebuilt engine which is patiently waiting in storage to be installed on my truck. I had stuffed rags in various openings, but that wasn't enough to inhibit a mouse from getting inside (*The rags probably provided the mouse with some great nesting material! Ed.*). After removing one head and cleaning out the mouse nest, I was relieved to discover no damage had occurred. To prevent a repeat episode, I decided to ensure this wouldn't happen again. I cut a piece of 1/4" wire mesh a bit larger than the openings in the water pump and block and then bent the edges down so they grabbed the metal a bit to keep things firmly in place. I also fashioned a thin plywood piece to cover the exhaust holes. Hopefully this will keep the critters out.



Who's ready for Winter to end??? The owners of these 1939 Fords, Mercurys and Lincolns probably were.

Ford
ANTI-FREEZE
FOR ALL CARS AND TRUCKS

CONTAINS
Ford
ANTI-FREEZE
M-1186-B
CONTAINS CORROSION INHIBITOR
OIL GALLOON

25¢
QUART
SAFE
ECONOMICAL

Always Summer in your Cooling System



13th Annual NVRG Poker Run & Scavenger Hunt

Saturday, May 3, 2014

9:00 a.m. – First V-8 departs from Red Robin parking lot
Dulles Town Center Mall – [21045 Dulles Town Circle](http://www.dullesairport.com/transportation/rental-car/21045-Dulles-Town-Circle), Dulles, VA

Here's your chance to Dig 'em out, Dust 'em off, Blow 'em out & Shake 'em down!

- ✚ Travel some of the area's beautiful scenic roads to view the spring blossoms!
- ✚ Lunch at a great local restaurant!
- ✚ Great prizes - \$\$\$ gift cards for both scavenger hunt and best poker hands!

Reservations/questions:

- ✚ Keith Randall (klr8217@aol.com or 703-913-5655)
- ✚ John Sweet (703-430-5770 or speedbird201@gmail.com)
- ✚ Gay Harrington (hahsuj@gmail.com or 703-888-0180)
- ✚ Jim LaBaugh (jlabaugh@verizon.net or 703-573-9285)



2014 EASTERN NATIONAL MEET
Gettysburg, PA.
National Capital Regional Grp. #36
Early Ford V-8 Club of America
June 23-26, 2014



Home
Welcome
Registration
Host Hotel
Alternate Hotel
Transportation
Itinerary
Tours
Welcome Party
Ice Cream Social
Banquet
Concourse
Seminars & History Room
Contacts

"CELEBRATE AMERICA IN YOUR FORD V-8"



Make a Hotel Reservation



75th Anniversary of the '39 Ford



SMALL PARTS REPAIR DAY

SATURDAY, APRIL 26TH

9:00 AM – 3:00 PM

No matter how well your Model A or V-8 runs, it's always good to have a good working spare carburetor, distributor, water pump and other small parts. Small Parts Day is where club members bring small parts that are in need of repair. At the garage, many of the tools and member's expertise are available to restore the part to like-new condition.

This year, Small Parts Day will be held at the home of Janet Merkel, [9306 Merkle Farms Road](#), Bowie, MD. Members should bring any parts that will be needed to repair their item. Be sure to get those ordered ahead of time so as to have them by the 26th. Equipment will be on hand to do final cleaning and painting of parts, as well as tools to aid in mechanical restoration tasks. The cleaner the parts are when they arrive, the faster the rebuilding effort will be. Sand blasting is available for those that need it. Craig Sawyer from Southern Maryland Model A Club will be at the Merkel's to assist with carburetor work and will flow test the jets. Even if you don't plan to rebuild a part, anyone is welcome to come, watch and learn. Ladies, please join in the fun.

Coffee and donuts will be provided by the club in the morning and lunch will also be served. If possible, please let Janet know if you plan to attend by email: gmjm64@verizon.net or phone 301-262-6587 so she has an approximate count for food. Even if you find out at the last minute you can attend but didn't sign up, it's ok. Please still come.

Directions: For those coming from Virginia. If you need directions from another area, let Janet know.

From Route 495, Woodrow Wilson Bridge:

- ✚ Exit off Beltway onto Route 50 East. From Route 50, exit onto Route 197 North. Stay on Rt. 197, crossing over Route 450. At Old Chapel Road, turn right. There is a Sunoco Gas Station where you will turn. Turn left onto Race Track Road. Go past the race track and head up the hill.
- ✚ Turn right into Patuxent Riding subdivision. At the stop sign, turn right onto Arabian Lane. Stay on this road. This road will become a gravel road, which is now Merkel Farms Road. Our house is the first house on the left. You'll see the garages.

From Route 495, American Legion Bridge:

- ✚ Stay on Route 495 until you get to the Balt/Wash Pkwy. Take the Baltimore exit onto the Parkway. Go several miles and take the Powder Mill Rd exit. Turn right onto Powder Mill Rd. Stay on this until it ends at Rt. 197. Turn right onto Rt. 197. After passing Bowie State University, and at the next light, turn left onto Race Track Rd. At the fork, bear to the right (there's a child care center at the fork). Turn left into Patuxent Riding subdivision. Follow direction from above marked with ***.

If you get lost, call Janet on her cell phone, 301-325-7020.

Don't miss the fun - register today!



Vehicle Registration Form

Saturday May 17, 2014

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Email _____

Vehicle #1 Make _____

Year _____

Body Style _____

Vehicle #2 Make _____

Year _____

Body Style _____

Pre-registration Deadline: May 9, 2014

VEHICLES: \$10.00, Advance • \$15.00, At Gate

First 150 Pre-registrations Guarantees Dash Plaque

Make Checks Payable to:

Northern Virginia Regional Group EFV-8

Send Registration to:

Don Lombard

9505 Oak Stream Court

Fairfax Station, VA 22039



ALL VEHICLES MUST BE ON DISPLAY FIELD BY 11 A.M. RAIN OR SHINE
For more information: www.nvrg.org or email: info@nvrg.org



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. All original metal, 34,050 original miles, 1,375 since restoration. Mandarin Maroon, whitewalls, all wheel rings, radio and heater, skirts, headers, duals. Always a trophy winner. \$49,000. **Jerry Bowie** 540-687-6610, 540-295-0644 07/13 or Coachnuts@earthlink.net



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. Needs body work and paint but no large dents or structural problems. Much mechanical work already completed. Many extra parts. 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



For Sale – '52 Mercury engine, complete. If you're looking for a 4" crank here it is! \$600. **Ray Lambert**. 703-491-4471 (H) or 703-595-9834 (C) 03/14



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. – **Nick Arrington** nta1153@verizon.net or 703-966-8422



Wanted – 1938 Ford sedan delivery. Nice original; older restoration or project with decent sheet metal. **Bill Potter** 301-466-2610 (C), Thanks. 03/12

NVRG Club Gear

Touring season is finally here. Now is the time to stock up on some new **NVRG** club clothing. We got ball caps, t-shirts, golf shirts, jackets and much more.

You can check out (and order) all of these items and more on the [Goodies page](#) of the NVRG website.

✚ For more information contact:

Mark Luposello
1027 Bellview Road
McLean, VA 22102
drspdracer@aol.com
703-356-3764



NVRG Calendar



<u>April</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: Water Pumps, Radiators and Other Cool Stuff. This is a Show and Tell event – bring your goodies and share your experience with us. Cliff Green will coordinate. Refreshments: Keith Randall
17	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	Small Parts Repair Day – see page 12 for an invitation from the Model A Club to participate in their Small Parts Repair Day. Contact Clem Clement at clem.clement@cox.net or 703-830-5597 for more info. We'll meet with Model A-ers Jim Gray and/or Benny Leonard at Fair Oaks @ 8:00 to car pool over to MD.
29	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
29	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>May</u>	
3	Annual NVRG Poker Run – Kick off the touring season by joining us on the Poker Run – mark your calendars for the start of the touring season – See page 11 for more info.
10	Shenandoah Region Apple Blossom Car Meet – Winchester, VA. Info: Duane Catlett 540-869-6668
13	Membership Meeting – 7:00 pm – Nottaway Park – Tentative Program: we'll learn about the Historic Vehicle Association from Casey Maxon and "Why this Car Matters." Refreshments: TBD
17	NVRG/City of Fairfax Car Show – open to all vehicles 25 years and older. To volunteer to help contact Dave Westrate dlwbaw@aol.com or (703) 620-9597. Avoid the rush - fill out your registration form on page 13 and send it back to Don Lombard ASAP.
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.
27	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>June</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Annual Ice Cream Social and Silent Auction. Refreshments: Joe Freund and John Sweet
23-26	Eastern National Meet , Gettysburg, PA. Contact Bill Simons (bsimons@rustinsurance.com) to assist with the Operational Check.
15	Annual Father's Day Car show at Sully plantation.
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.
24	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
24	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ August – [Central National Meet](#), Springfield, IL
- ✚ September – Drive-In Movie Night, Stevens City, VA
- ✚ October – What else but Hershey?
- ✚ October – NVRG Annual Fall Tour



2014 Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: Jim McDaniel - 703-569-6699					
Vice President	Bill Simons	703-536-3648	Tours – Team Lead	Hank Dubois	703-476-6919
Secretary	John Ryan	703-281-9686	Tours – Member	Art Zimmerli	703-323-1774
Treasurer	Wayne Chadderton	703-435-1142	Tours – Member	Bill Simons	703-536-3648
Membership	Dave Gunnarson	703-425-7708	Property/Refreshments	Mark Luposello	703-356-3764
Programs – Team Lead	Joe Freund	703-281-6282	Historian	Don Lombard	703-690-7971
Programs – Member	Eric Sumner	703-860-1916	Webmaster	Cliff Green	703-426-2662
Programs - Member	John Sweet	703-430-5770	Newsletter (Valve Clatter)	Ken Burns	703-978-5939
Fairfax Show	Dave Westrate	703-620-9597	Sunshine Committee	Keith Randall	703-620-9597

April Program: Radiators and Other Cool Stuff

Mark your calendar! The April Meeting is on Tuesday, April 8th 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