

Northern
Virginia
Regional
Group



Value Clatter



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

www.nvrg.org

Volume XXXVI, No. 6

June 2014

Ken Burns - Editor

FAIRFAX 2014!



Budster's First Show

By Gay Harrington – Pictures by John Sweet, Clem Clement and Editor

Saturday May 17th was a beautifully, sunny day—a perfect day to take my 1949 F-1 pick up truck on its maiden voyage. Destination: The NVRG's 17th annual antique car show in Fairfax City. My truck, Budster, was ready to go at 7:00 am, with photos of dad ("Bud") on the driver-side visor and photos of his dad ("Lester") on the passenger-side visor. We drove about 50—55 mph on 66 heading west. I decided to test the "advanced cooling system" by opening the vent windows and popping open the cowl vent on the hood. I nearly froze my bipper off, and then couldn't reach the lever to shut it down. I didn't want to have only one hand on the large steering wheel, so I enjoyed the fresh morning air.



Jack & Monica Sweet ('55 Crown Vic) came and brought with them our newest members Jim & Fran McCune ('53 Vickie at registration tent).



Budster had a prime spot right in front of the City Hall. The show doesn't officially start until 10:00 but folks started rolling in about 7:30.



Dave Gunnarson adds condiments to his succulent tube steak lunch at the Knights of Columbus food tent.

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Up Front with the President



June 2014

I must say May was a great kick-off month for good weather and wonderful Club activities. Many nice cool days with only a few hot ones thrown in. June should be a bit warmer. Just roll down the windows when you get the old V-8s out.

The month started off with what I'm told was a great Annual Poker Run. The good news was that I was enjoying my annual pilgrimage to visit family in my hometown down in Southwest Florida, then to a reunion of one of my former military units in the Florida panhandle. The bad news is that it was during our Poker Run and I had to miss it. The run is always a lot of fun. I must de-conflict these events next year.

What a wonderful Fairfax Antique Car Show we had this year. The weather absolutely could NOT have been better; the show field was as varied as I've seen it with a lot of first-timers to the show; the pedestrian traffic of lookers and gawkers was the heaviest I think we've ever had; and all events flowed as planned with no problems. **Dave Westrate** has done another masterful job in organizing this show, together with "managing" the City of Fairfax personnel. That's tongue-in-cheek, for the city does a lot in helping make this a great club as well as a city event. Our thanks go out to all those Fairfax personnel who assisted.

My two grandchildren attended their first ever car show at this event, and my 8-year-old grandson Robbie delivered all the trophies to me, for me to present to the winners. He was proud and did a great job (didn't drop any of them) and, surprisingly, my 4-year-old granddaughter Stella liked the old cars too. They liked the reassembling of the pile-of-junk Model-T, and my granddaughter especially liked the fire department's "smoke trailer," teaching our kids about home fire safety. Her words when she emerged from the smoke demonstration were, "That was AWESOME!" Both kids wanted to stay after the show broke up to watch the old cars leave. Budding club members perhaps.

May's membership meeting program was a short notice, ad hoc program because our scheduled program got cancelled at the last minute. Both **Bill Simons** and **Ken Burns** stepped up and gave what turned out to be two very different presentations. Bill brought the membership up to date on various insurance issues and advice, both for individual car owners and club requirements (at the regional group level as well as the national level). What sounds like it might have been a rather dry presentation was both interesting and informative. Ken shared a slideshow of photos from his recent trip out west, and we got to see a lot of really cool cars we don't get to see around here. My thanks to both Bill and Ken, what talent our Club has.

Hank Dubois has put together a super garage tour for Saturday, May 31, to see the personal antique car collection of Richard Rosenthal in Alexandria, VA. You may not receive this issue of the VC in time for the tour, but Hank will have sent out a reminder note on the NVRG listserv. I'm told Rosenthal has "tons of Woodies" and many other great cars. Not to be missed. Lunch will be at a Springfield Greek restaurant.

June is an active V-8 month with both the Sully Antique Car Show on Father's Day, June 15, and the Eastern National Meet in Gettysburg, PA on June 23-26. If you haven't registered for the ENM yet, you are running out of time. You can get meet information and registration forms at:

<http://www.earlyfordv8.org/early-ford-meets.cfm>.

In support of our sister Regional Group and the Central National Meet, your Club has supported their meet with a bulk purchase, in our Club's name, of their meet's raffle tickets. We have received a nice letter of thanks from **Ken Bounds**, the co-chair for their meet (*see page 11 – ed.*).

Jim

Jim "High Sheriff" McDaniel

FFX continued from front page

This was my second time at our show. The weather last year turned stormy about noon and my truck was out being restored. Last year's inclement weather made it impossible to demonstrate the Model T Ford re-assembly. But not so *this* year—the weather was perfect and the Model T team assembled and ran their car. I'd never seen anything like this before—very fun to watch.



Budster was a real hit at the show—everyone had a story or a smile to share, and the people were the very best part of the show. When Budster won “Best Commercial Vehicle” I let out a big whoop—after all, the other vehicles at the show were stunning, and this was his first time out to an event. The trophy looks just like one of the gas pumps in a photo of my grandfather at a filling station that was on Budster’s visor.



Budster at his first show...



and Gay with his/their first trophy.

Well, Budster must have been overwhelmed with all the excitement because just five miles short of home, he rested. Started up. Stopped. Four times. Poor guy just couldn't get through the intersection. Triple A came with a flatbed, and Budster was taken home. As it turns out, he has a faulty generator, so I'm really lucky that he made it to the Fairfax Antique Car Show at all. I came home glad for the day (AAA tow and all). I'm especially grateful to Dave Westrate, who made this 17th annual show a really fun and memorable experience for me and everyone else who attended.

My Woodie Was a No-Show at the Show

By Editor

As most of you know I recently had the old smoky motor rebuilt and I reinstalled it in the Woodie. I was out for a shake down run just before the Poker Run. I'd driven around for awhile, went back to the house for a little fine tuning and headed back out for another test. As I was approaching the end of my street there was a very loud and disturbing mechanical noise coming from the engine/clutch area. I pulled to the curb, killed the engine and checked everything out – nothing falling out on the street, nothing dripping out underneath, oil right up to the “Full” mark, nothing whacking something under the hood. Fired the engine up and still had the same noise so I shut it down again. With the help of some neighbors I got the Woodie back in the garage. After checking a bunch of things under the hood I pulled the floor board and looked in the clutch inspection hole. The clutch release bearing was slinging grease everywhere!



The yellow gunk is the grease that is supposed to be sealed inside the bearing.

After a long and complicated thought process I decided my best course of action was to pull the

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engine and transmission and go through everything just be sure. With the intake manifold off, I checked as much of the valve train as I could and everything looked fine. When I had the motor rebuilt I also installed all new clutch parts: pilot bearing, disk, pressure plate and "new" clutch release bearing. I've had the bearing for many years and I don't recall where I got it, however, it was brand new and still in the box. I'm going to install a new clutch release bearing and just to be on the safe side I'm going completely through the transmission as well. My thinking here is to eliminate any possible cause of the noise before re-installing everything. Hopefully the noise will be gone and I'll be on the road again soon. If the noise is still there, Plan B is to trailer the Woodie back to the engine rebuilder and let him hear the noise and hopefully solve the problem. All this to say I missed bringing my Woodie to the show for the very first time in 17 years.

And Now the Rest of the Budster Saga

By Editor

Clem Clement sure was smitten with the Budster – he took a bunch of pictures of the truck and Gay – even several showing Budster's pristine underside!



Clem was one of the last NVRG members remaining at City Hall at the end of the day. We were there waiting to helping Joanna Ormesher, (City of Fairfax Cultural Tourism and Marketing Director – a.k.a. our liaison with the city) load up all the city-supplied sound equipment. After loading stuff in Joanna's car I headed off to run some errands. Shortly after I left Clem got a SOS call from Gay saying she'd broken down in Falls Church. Clem made a series suggestions and calls, providing advice and encouragement until Gay and the Budster were

safely home. He then followed up with a couple of status reports to close out the saga.



Clem's Cabriolet basked in the sun at the show.

5/17/2014, 6:44 pm – Gay support team: Gay and The Budster are safe at home via AAA. This was his first time out in the big world and he won a trophy. CONGRATS. But just to be sure Gay's noggin did not over swell with pride, he decided to stop 5 miles from home. Gay, welcome to Henry Ford's world.

5/17/2014, 10:14 pm – Congrats on a beautiful truck. And you won an award! Good on ya! Also you learned that old Henry's spirit is still haunting us and YOU solved the challenge by calling AAA. Some years back Bill Johnson's '28 Packard went home on a roll back. I broke down frequently all the way to Cincinnati and 1/2 the way back. One time Bill Sim's wife was fooling with the interior dash light on their Model A and fried the system. They rolled to a stop right in front of an antique car parts garage. We abandoned them and looked in the garage. He also lost part of his exhaust system which rolled into a hay field and started a small fire. Now you have been christened!

5/17/2014, 10:51 pm – Gay responds – Thanks for this, Clem, and especially for responding so quickly to my distress signal :) Wow, at least there wasn't a hay field fire today! Well, I was feeling as giddy as a child when I won the prize, so this "christening" was like a bit of cold water splashed on me to keep me grounded! It didn't dampen my spirits one bit--all the smiles, friendly people, and stories today were the real winners!

One Final Note: Diagnostic testing shows Budster has a sick generator that's not putting out any current. Bill Simons has volunteered to help Gay pull the generator and once repaired reinstall it – Budster should be back to full health soon. Is this a great club or what? Ed.

FFX continued on next page

And the Winners Were:



Best of Show
Cheryl Fitzgerald – 1969 Jag XKE
Camper's Trophy & Awards



Mayor's Choice
Harry Scott – 1960 Mack Truck
Camper's Trophy & Awards



People's Choice
John Carney – 1969 Camaro SS
Camper's Trophy & Awards

Best Early Car
 Best Model A
 Best of the 30s
 Best of the 40s
 Best of the 50s
 Best of the 60s
 Best of the 70s

Personal Touch Jewelers
 I.O. Gestalt, Inc.
 Bill Worsham – State Farm Insurance
 Printing Ideas
 Interstate Van Lines
 Sterling Hot Rods
 Weber Tire

1927 Ford T Roadster – Dick Sullivan
 1930 Model A – Phil Foss
 1930 Model A – Paul Gauthier
 1940 Pontiac – Randy Lichtenfels
 1954 Jag XK-120 – Alan Whelihan
 1963 ½ Ford Galaxie – Bill Bohatch
 1970 Dodge Charger – Ron Miller

Best of the 80s
 Best Hot Rod
 Best Commercial
 Best Import
 Best Ford
 Best GM

Fairfax Auto Parts
 Sterling Hot Rods
 Allen & Mary Edwards
 Business Investment Group
 Hard Times Café, Fairfax
 Nick Arrington – Auctioneer

1981 Corvette – Mr. Simmons
 1955 Chevy P.U. – John Sheridan
 1949 Ford F-1 – Gay Harrington
 1968 Triumph – Steve Higginbothan
 1932 Ford Rdstr – Paul Malandrino
 1959 Cadillac Convert – Bob Brown

Best MoPar
 Best Orphan
 Best Paint
 Best Engine
 Best Interior
 Best Sedan
 Best Convertible

Safford Dodge
 Dunbar Armored
 Quality Auto Body, LLC
 Business Benefits Group
 Reliable Property Management
 Rust Insurance
 Interstate Van Lines

1967 Charger – Mike Cumberland
 1940 LaSalle Convert. – Kerr Family
 1961 Ford – Mike Bailey
 1935 Buick Cabriolet – Ed Sears
 1972 Pontiac – The Clover Family
 1937 Dodge – Lew Ware
 1930 Ford Cabriolet – Clem Clement



Thanks to Dave Westrate for a great show! FFX continued on next page

Show Team Volunteers

NVRG/City of Fairfax Show Team Chairman Extraordinaire **Dave Westrate** was assisted by the following folks who volunteered in advance and numerous others who pitched in at the show:

- ✚ **Pre-registration** – Don Lombard
- ✚ **Sign Placement and Retrieval** – Jim McDaniel, Clem Clement, Bill Simons, Joe Freund, Andy Koerner
- ✚ **Registration Booth** – Don Lombard, Bill Selley, Wayne Chadderton, John Sweet, Hank Amster, Art Zimmerli
- ✚ **Parking** – Dave Gunnarson, Keith Randall, David Blum, Ken Burns, Gay Harrington
- ✚ **Trophies** – Cliff Green
- ✚ **Judging** – Cliff Green, Benny Leonard, Clem Clement, Bill Simons, Jim LaBaugh
- ✚ **Armed Forces Retirement Home 50/50 Raffle** – Dave Gunnarson
- ✚ **Master of Ceremonies** – Bill Simons
- ✚ **Marketing/Publicity** – Cliff Green (NVRG website), Ken Burns (Valve Clatter)

Dave summarized the show this way on Sunday morning: “All, I think the numbers will show that this is the strongest show we have had in seventeen years with over 100 cars and a large crowd. While the weather played a large part all in of the aspects of the show, it went smoothly because of all of the hard work of our club members and others. Thanks again to everyone for a successful event and have a great day.”

(What some of our newer members may not recognize is that Dave’s has been the driving force for the past 17 years as Show Chairman. It’s we, the club members, who owe him our deepest gratitude. Ed)

OUT & ABOUT

The 2014 NVRG Poker Run and Scavenger Hunt

By Gay Harrington – photos by Dominique Pickett

The skies were blue and the sun was shining on Saturday, May 3rd for the 2014 Poker Run and Scavenger Hunt. The advance preparation by organizers Jim LaBaugh, Keith Randall and John Sweet made the day smooth sailing and lots of fun. This year the starting point was the parking lot of Mimi’s Café at Dulles Town Center. Several people arrived early and took advantage of breakfast at Mimi’s. The homemade muffins were delicious.

Jim LaBaugh gave the group instructions and rules of the run while Keith Randall handed out

sealed envelopes marked “In case you get lost” so that if any team took the road less traveled (or not on the course), they could call Keith or Jim, whose numbers were on the envelope. Most importantly, any hopelessly lost team would have directions to the restaurant and not miss lunch!



Poker run co-organizer Jim LaBaugh stands by Frankie Martin’s gleaming black ’51 Custom Tudor at Stop #2 later in the day.

Five teams with a total of fourteen participants came out this year: Leo and Cathy Cummings (modern); Hank and Cindy DuBois (terrific 1935 3-window coupe); Gay Harrington, Dominique Pickett, and Susan Randall (modern); Frankie and Larrie Martin with Ron and Karen Sasher and Jeanette DeKraft (sweet 1951 Ford sedan); Steve and Wendy Pieper (cool 1961 Ford Ranchero imported from California). Jim LaBaugh was the lead and Keith Randall took up the tail end—it was all too much like a scene out of “It’s A Mad, Mad, Mad, Mad World” (as Jim aptly pointed out).

At 9:00 am Frankie, Larrie, Larrie’s two sisters (Jeanette and Karen) and brother-in-law (Ron) started out in Frankie’s handsome, gleaming ’51 Ford. Other teams followed at five to ten minute intervals.



Larrie Martin (L) and her sisters Jeanette and Karen share the back seat once again just like when they were kids.

Out continued from previous page



Hank and Cindy Dubois and their '35 Three Window at Stop #1.

The 77-mile course began in Dulles Town Circle and ended at Lightfoot Restaurant in Leesburg, VA. The scavenger hunt/run was divided into four parts and included three Poker stops. We enjoyed riding through the scenic areas of Aldie, Snickersville, Purcellville, Lovettsville, Brunswick, Point of Rocks, and Historic Downtown Leesburg. Virginia's dogwoods were in bloom everywhere. We cruised through some of Virginia's wine country.



Steve and Wendy Pieper show Hank and Cindy Dubois and Gay Harrington the latest addition to their collection – a '61 Ranchero.

We didn't lose anyone along the way, but there was a tricky stretch where we passed another of our teams going in the opposite direction. Our whole team just laughed because even without saying a word, we knew *one team had to be wrong!*



Gay Harrington has the wheel and Susan Randall has the map as they follow the Poker Run route.

The train station at Brunswick was special for its "Iron Horse" history, and it remains in operation today. We even experienced a train coming through with its unmistakable loud horn and squeaking brakes. Hearing these sounds as we stood in this quaint town's old station admiring the antique cars that Steve Pieper, Frankie Martin, and Hank DuBois were driving—well, it was almost like we'd traveled back in time.



The restored historic Brunswick train station was a stop along the way.

Here are this year's big winners:



After a great lunch Jim LaBaugh announces the winners while Poker Run co-organizer Keith Randall looks on in the background.



L to R: Ron Sasher, Cathy and Leo Cummings, Gay Harrington, Susan Randall, Hank and Cindy Dubois.

SCAVENGER HUNT QUESTIONS

- 1ST Place Leo and Cathy Cummings
- 2nd Place Gay, Susan, and Dominique
- 3rd Place Ron Sasher

POKER RUN

- 1st Place Gay's "How-do-you-fold-three-gals-into-a-Mini Cooper?" team
- 2nd Place Hank and Cindy DuBois
- 3rd Place Leo and Cathy Cummings

Out continued on next page

Out continued from previous page

If you had to miss this year's Poker Run/Scavenger Hunt, you missed some great weather, scenic landscapes, historic towns, interesting and sometimes tricky clues, and lots of fun. The good news is, this is an annual event. So we'll hope to see you out on the scenic highways and byways next time—either in your vintage or modern ride!

TECH TALK

That #@/!! Rear Leaf Spring

By Dave Westrate

The entire car has been disassembled, including the front wish bone assembly, front and rear springs, drive shaft and rear axle assembly. The rear axle and differential have been rebuilt with new bearings, bearing races, etc. And, it has all been sand blasted and powder coated. I made a spring spreader, which I had used to take the springs off of the car.



The spreader in place for re-assembly.

Bill Selley taught me a safety tip 20 years ago to use in this process - which was to wrap a heavy chain around the spring several times, so if something let go by accident or when you take the center bolt out, the energy of the spring would dissipate inside of the wrapped chain and not all over you and your garage. That went well, so now to put it back together.

The rear spring is much heavier than the front spring, so in keeping with my philosophy of always doing the most difficult thing first, I started with the rear spring. I had already pressed in new shackle bolts in the front and rear springs, which was no piece of cake. I mounted one end of the spring to the rear axel assembly. I had to spread the other end about eight inches to be able to bolt it up.

Using my spring spreader, I started cranking it out and the amount of leverage needed was huge. About halfway there my spring spreader failed. What now?



Before



After

My friend, Dwight Green, suggested that I try the 4" x 4" method.



As you see in the photos, I put a 4"x4" under the spring and spring mounts. I cut a two foot piece with an arch to fit the top of the spring and a hole in it to accept the top of the bolt that hold the leaves together. Next, I used four pipe clamps, as shown, to compress the spring. I turned each clamp one turn, in sequence. By using four clamps, I was able to control the process and also keep the pressure on

Talk continued on next page

Talk continued from previous page

with three, while I adjusted one at a time back to the starting position of the threads on the clamp. This was necessary because the spring had to compress a lot further than the length of the threads on the clamps.



This worked very well until the shackle bolts were still out about an inch and I didn't think I was going to make it. I then added the blue clamp to the process to help stretch it the last inch - which worked!



The smaller front spring was a piece of cake, using the same setup. By the way, I believe a better spring spreader has a flat piece of steel welded on an angle across the pipe and a threaded rod, instead of a piece of angle iron that I used. Live and learn.

E-MAILBAG

A Unique New Find

By Colin Spong

We have just purchased this 1932 Ford Model B pick up truck having known of its existence for several years. It was not in a country barn but in a garage in suburban north London. It is based on the 106 inch wheel base car chassis and appears to have

been manufactured in Canada with RHD and probably assembled at the Ford plant in Cork, Ireland.



Delivered as a "drive away commercial car chassis" it would have been delivered with cowl, fenders, hood, lamps and bumper but no body. The old Irish registration that came with it shows that it was bodied as a hearse and remained that way until at least 1947. The documentation also shows that it was fitted with the 200 cid 4 cylinder engine and was first registered in Dublin. At sometime after that date the hearse body seems to have been cut off to form a cozy cab and a homemade pick up deck added.



By 1971 it had migrated to the tiny village of Clonaslee, County Laois, some 60 miles west of Dublin. It was brought to England in the 1980's by the Irish owner at that time but never registered or used on the roads in England. Although the bodywork looks reasonable in the photographs it is in a very poor condition due to extensive wood rot and will be removed and scrapped.

After changing the oil, cleaning the plugs and points the engine started readily but is clearly very worn as are the entire mechanics. What to do with it? It will need a replacement body and it is a great temptation to import a Brookville roadster body and

E-Mailbag continued on next page

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build a period street rod with flathead V8 and
Columbia rear. Or even better use one of those
spare Lincoln-Zephyr V12 engines !!!!!



Maybe something that would look like this? (Editor)

WELCOME TO THE CLUB

Jim and Fran McCune

Monongahela, Pa

jimscollectacar@comcast.net



1953 Victoria Crestliner

John Sweet adds: "He's a member of the Pittsburgh Regional Group as well. Jim was a Ford dealer in Monongahela. His father started the dealership in 1947, and Jim took over the dealership when his father passed on. The advertising tag that he would put on the front of each car featured a '47 Ford Club Coupé. He and Fran are very good friends and I hope they plan on visiting us more now that their '53 Ford Knows the way!"

More from Cliff Green: "I have known Jim for years... Also, once owned a beautiful blue 1940 Woodie that he wished he had back!"

Chris and Debbie Findlay

10305 Collingham Drive

Fairfax, VA 22032

cdfindlay@cox.net

I bought my '34 Coupe about 6 months ago. Using my inheritance thanks to my beloved father who was born in '22 and passed in '12. Whenever he saw

an old Ford coupe he would reminisce about his youth and his experiences riding in the rumble seat! My Ford is a real deal all steel 5 window (except the fenders which are not original).



1934 Five Window



Father's Day Car Show

at

Sully Historic Site

in

Chantilly, Virginia

Sunday, June 15, 2014



**The Early Ford V-8 Club of America
2014 Central National Meet**

Ken & Carolyn Bounds, Co-Chairs
1N410 Forest Ave
Glen Ellyn, IL 60137-3569
Phone: 630-858-9474

E-Mail: 2014cnm@nirgv8.org
Website: 2014cnm.org

May 19, 2014

Northern Virginia Regional Group #96
P.O. Box 1195
Vienna, VA 22183

Dear Jim and all members of Northern Virginia RG #96,

Thank you so much for your generous support of the 2014 Central National Meet.
We have received the ticket stubs and payment for our raffles from John Ryan.
Good luck to each of you!

We hope a few from your group are able to attend the Central Meet. If not, I'm sure
we will see several of you in Gettysburg.

Ken



**Northern Illinois Regional Group #8
Invites You to Join Your V-8 Friends for
V-8ing Joy in Illinois
The 2014 Central National Meet
August 19 - 22, 2014**

Honoring the 1939 Ford and the Introduction of the Mercury

- Tour the Abraham Lincoln Presidential Library and Museum
- See Lincoln's Home and Other Historical Sites
- View the Frank Lloyd Wright designed Dana Thomas House
- Driving Tour: Get Your Kicks on Route 66

Swap Meet • Welcome Party • Cruise-In • Ladies Luncheon • Awards Banquet

Register Today! Forms and More Information at www.2014cnm.org

Contact Co-Chairs Ken & Carolyn Bounds at 630-858-9474 or 2014cnm@nirgv8.org

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



For Sale – 1948 Mercury 4-door Sedan. Rebuilt flathead V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinished. \$7,500.00 Nego. Extra parts and trim available. Also two 1934 17" Wire Spoke Wheels with Firestone Knobby Tires 525-550x17 \$75.00. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net 5/14



For Sale – 1946 Ford Super Deluxe Convertible. All original except headers on the 59AB engine, dual exhaust. Very nice black paint, nice leatherette, matching interior. New Carpet, new trunk mat. Good Tires, wide whites. New battery, six volt. Van Ramey 703-620-2324 – rjramey@cox.net 5/14



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 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. 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



Wanted – For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – Jeberly4@comcast.net



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



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





NVRG Calendar



<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
15	Annual Father's Day Car show at Sully plantation. See page 10 for more info.
16	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.
23-26	Eastern National Meet , Gettysburg, PA. Contact Bill Simons (bsimons@rustinsurance.com) to assist with the Operational Check.
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
<u>July</u>	
4	Business Benefits Group 14th Annual Independence Day Classic Car Show – downtown Fairfax – come out, watch the City of Fairfax Independence Day parade pass by from the show venue and support one of the sponsors of our show.
4	Heritage Festival Car Display – historic Fredericksburg – more info: Brent McConnell - 540-729-0822
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: 2014 Eastern National Meet in Review – Refreshments: Wayne Chadderton
19	Annual NVRG Picnic – join us for another great day in the country – Art and Sarah Zimmeri's farm – Amisville, VA. More details to follow.
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.
29	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
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<u>August</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: 1939 Ford, Mercurys and Lincoln. Refreshments: TBD
19-22	Central National Meet – Springfield, IL. See page 11 for more info.
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.
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

Down the Road



- ✚ 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

June Program: Ice Cream Social and Silent Auction

Mark your calendar! The June Meeting is on Tuesday, June 10th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



FIRST CLASS MAIL

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