

Northern
Virginia
Regional
Group



Valve Clatter



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

www.nvrg.org

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July 2014

Ken Burns - Editor

A BUSY, BUSY, BUSY MONTH!

The Rosenthal Collection, Ice Social & Auction, Sully and ENM



Three Down; One to Go

By Editor – images above by Cliff Green and Bryan Chadderton

Well, this certainly has been a busy month. More accurately, a very busy 30 day period for the Northern Virginia Regional since the last Valve Clatter was published. Here's the quick and dirty overview of what we've been up to with more in-depth coverage inside.

✚ The frenzy actually started on May 31st with our tour to the superb Bob Rosenthal vintage car collection in Alexandria. The panoramic shots by Cliff Green and Bryan Chadderton above only begin to do justice to what we saw. Check out the write-up by on page 3 by a third generation V-8er, Eli Sumner.

✚ Next up was our annual Ice Cream Social at our regularly scheduled June meeting on Tuesday the 10th. This year instead of holding an art show in conjunction with the Ice Social we held a fund-raiser auction in support of the Early Ford V-8 Foundation's Museum.

✚ On Fathers Day many of us gathered at Sully Plantation for the annual show and swap meet hosted by the Model A Club. The weather was perfect and many NVRG families were represented by three generations.

✚ Rounding out the activities will be the Eastern National Meet in Gettysburg, Pennsylvania, occurring as this newsletter is being assembled.

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Up Front with the President



July 2014

Well, the dog days of summer are about to descend upon us. We've gotten some really hot days already here in Northern Virginia, but we're also still getting some cool mornings tossed our way. I'm writing this message a few days early this month because many of us are preparing to depart for the Eastern National Meet in Gettysburg, Pennsylvania. I'll be leaving tomorrow, on Sunday. It is a pleasant mid-60s morning with a light rain. That rain will clear later today and Gettysburg is forecasting sunny days for my drive up and clear early in the week, some rain mid-week (for the judging?), then sun again toward the end of the week. Highs are forecast to be in the 80s all week. Should be pleasant. Our club is conducting the Operational Check Station for all the show-field cars this year, and I thank the many volunteers who'll be helping with the checks, and especially **Bill Simons** who accepted the task of organizing and coordinating all the Operational Check activities.

June was an active month for our Club with three great events (all of which are reported separately in this issue): the Garage Tour of **Bob Rosenthal's** private antique car collection; our annual Ice Cream Social, which was augmented this year with an auction conducted by **Nick Arrington** (with his able assistant **Ray Lambert**); and the Annual Sully Antique Car Show on Father's day. I won't duplicate what's already said elsewhere in this issue, but we really owe our thanks and a shout-out to Bob for opening his beautiful collection of Woodies and other antiques to our Club members. And we were treated to some wonderful dessert combinations from the "Fixin's Bar" at the Ice Cream Social, furnished by **Dave and Sarah Gunnarson**. Everyone made their own ice cream creations from the fixin's bar, and there were some rather spectacular combinations seen. Mine was an over-the-top banana split that had me waddling home. Some were observed going back for seconds and thirds.

The Sully show had wonderful, warm weather this year and was a big hit again. Perfect weather. While I won't make this column an ongoing report of my family's doings, it is rewarding for me to see an interest in the old cars from the young generations. As I reported last month, two of my grandchildren attended and enjoyed the old cars at our Fairfax car show – their introduction to the cars. Well, my son Mason also brought his two children (aged 4 and 8) to the Sully show. Above in the photo at left are the grandkids at my car. Robbie rode home with me in the cruiser (his first ride in the front seat) and wore my police hat all the way home. He got tickled at the folks staring at him and taking photos with their smart phones as we drove home. And he had another first! On Interstate 66, with the loud road noise, I asked him to put up his window. He tried but couldn't get the window to go up. After some minimal instruction, the window went up. The problem? He had never worked a manual-crank window before! He was trying to push the handle up instead of rotating it. Then he wanted to know what every button and knob on the dash was for. The manual choke took awhile to explain, and he wanted to know why his daddy's car didn't have one. In the other photo above, he's helping me wash the car after we got home. It started out as fun, but became work for him before we got it finished. A mist-shower from the hose made it fun again. All-in-all, a great three-generation Father's Day. If the interest continues, who knows, he may some day find himself the owner of an old police car.

June was a good month for club activities. My special thanks go out to **Hank Dubois** for coordinating the Rosenthal garage tour and to **Joe Freund**, the **Gunnarsons**, **Nick Arrington**, and **Ray Lambert**, for pulling together the Ice Cream Social and the auction. Now it's on to the Eastern National Meet!

Jim

Jim "High Sheriff" McDaniel

Busy continued from front page

Tour of the Rosenthal Collection

By Eli Sumner – photos by Editor

I have been helping my grandfather, Dave Westrate, with the restoration of his 1939 Ford Deluxe Woodie Wagon. I had the opportunity to see the Rosenthal collection, which included 22 Woodies.

When we arrived, I was amazed by how many Woodies there were. We walked around and saw the whole collection. My favorite car was the 1936 Ford Custom Roadster.



"Pines" trim adorns the front of this heavily customized 1936 Roadster. The craftsmanship is flawless inside and out.



The rear deck lid opening has been modified so that its shape follows the contour of the rear body. The hard top is easily removable.

I also had a favorite Woodie, and that was the 1937 Ford woodie.



Eli liked this '37 Woodie sitting between '36 and '39 Woodies.

I also got to see the 1954 Chevy Corvette Nomad Concept car. I was surprised when I heard the 1933 white Bentley Roadster (in front page panorama) ran in seven Monte Carlo events.

I really wonder what Mr. Rosenthal's favorite car is?

Bob Rosenthal's Car Collection

By Sandra Green – photos by Cliff Green and Editor

The weather could not have been more gorgeous as NVRG members and wives headed out on May 31, 2014, for a garage tour. Hank DuBois had arranged for club members to see Bob Rosenthal's collection of cars in a storage/warehouse facility located off Eisenhower Avenue in Alexandria, VA. I have rarely attended these garage tours over the years, and I am so glad that Cliff suggested that I come along. Many other wives showed up as well, and what a special day it turned out to be!

When we turned into the parking lot, we were met with a dazzling display of cars in immaculate condition, highlighted by a collection of 22 Woodies, mostly Fords and Mercurys, but also some Chevrolets and Plymouths.



This 1950 Plymouth Woodie and an elegant 1949 Packard Station Sedan (Packard's fancy term for a Woodie) were on display inside.

It was a feast for the eyes! Members could not get their cameras out fast enough. Employees of Mr. Rosenthal (of car dealership fame) had taken the cars out of a couple of warehouses in the area and drove them to a large parking lot for display in front of one of his storage facilities. Even more cars were displayed inside the large building, as well as a table laden with Dunkin Donuts and coffee. The morning was getting better by the minute, I thought!

We were greeted by Paul Janaske who manages Mr. Rosenthal's collection, plus the full time mechanic who takes care of these stunning automobiles

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and keeps them running. We were given a brief history of each of the cars and how they were acquired. We quickly learned that if Mr. Rosenthal wanted a particular car to add to his collection, he usually got it. To get the cars up to his high standards, it appeared that money was no object and cars were sent around the country to the best restoration shops available.

All of the cars were in showroom condition. It was hard to pick out favorites, as there were so many beautiful cars. A [Superior 54](#) caught most everyone's attention. It was a replica of a 1954 Corvette Nomad concept car. Mr. Rosenthal had 4 different leather interiors installed before getting it exactly as he envisioned it.



The replica '54 Corvette Nomad concept car looks pretty benign until you pop the hood and see the Corvette Z06 engine, powertrain and suspension.

A huge 1949 Packard Woodie caught my eye. It was quite similar to one that recently sold at RM Auctions during the Amelia Island Concours week this past spring for \$75,000. It was a lot of car for the money....it might not be a V8 Ford....but one could imagine what a smooth ride it would provide!



This car was shown at Sully a number of years ago.

A 1936 Jensen convertible like Clark Gable drove certainly stood out, as well as a 1936 Ford Hot Rod that was the subject of a letter of pleading from our club to please reconsider his intent to turn the low mileage stock roadster into a hot rod. The letter fell on deaf ears, and the end result was a gorgeous hot

rod featuring Pines Trim. I have to admit it was sharp looking!

I asked the curator which cars brought more money at auction....a perfectly restored stock car or the same model turned into a hotrod. His answer was surprising. He said it was about 50/50 and of course depended on who wants what and the market area. The exception was Ford Woodies. A Ford Woodie Hot Rod is currently bringing higher prices than a stock woodie. Among the numerous woodies was a customized 1940 Ford Woodiea real head turner. Cliff wants me to insert right here that this is MY opinion....he is a purist and wouldn't drive it he says....loyal to the end!



At the conclusion of the garage tour, all members were given a hard bound photo book featuring the cars in Bob Rosenthal's collection. Members then drove to [Eleni's Greek Taverna](#), located beside the old Fischer's Hardware store in Springfield, VA. Lunch was wonderful! The owners had set up a long table to accommodate all the attendees. Portions were huge, delicious, and very inexpensive.



What a wonderful day and garage tour it was! This one will be hard to top....thanks, Hank and Paul and especially Bob Rosenthal!

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The Bob Rosenthal Tour

By Bill Potter – photos by Cliff Green and Editor

The day started early for me - 4:00 AM to be precise. After breakfast and a quick shower I jumped in my newly acquired '34 Roadster and headed for Cars & Coffee in Great Falls, VA.



NVRG members give the '34 Roadster that Bill recently acquired from Allen Ponton the "once over." It's great to see quality cars remain in the Regional Group.

Last year I learned that in order to get a parking space one needs to get up with the chickens. David Blum was there and I also had the pleasure of meeting ABC ace reporter, John Harter, who was checking out my old Ford. After viewing all of the late model Euros and Corvettes for a couple of hours, I joined the first wave of cars headed for the exits. Then it was a quick blast down Reston Parkway where I hooked up with the gang at Fair Oaks and not a moment too soon as they were all assembled with Hank Dubois passing out flight instructions. Driving an open car to Great Falls in the dawn's early light was chilly but by the time we left Fair Oaks I was down to a T-shirt with the cowl vent open.

When we arrived at Bob Rosenthal's warehouse complex in Alexandria we were greeted by Bob's right hand man, Paul Janaske and his able bodied staff who assisted us with parking.



Helen Burns, Paul Janaske, Jane Chadderton, Ken Burns and Wayne Chadderton outside after Paul distributed a beautiful hardbound, full color book about the Rosenthal collection to everyone in attendance.

Except for Hank, I don't think any of us realized that all of Bob's Woodies and most of his street rods would be neatly lined up out doors in the parking lot. Here they were, basking in the brilliant sunlight, all of them show quality - it was like our own private car show! I noticed at least three Woodies with late model engines and I know this had to be a terrible blow to the Woodie guys in the group but I never heard any cries of anguish.



Noted automotive author, museum curator, and NVRG member Ken Gross is reunited his '42 Woodie. Ken had lost track of the car about 10 years ago when he sold it through a broker in Connecticut.

Inside the cavernous warehouse was a table overflowing with bagels, coffee and doughnuts which were perfect for our mid-morning munchies. I thought it somewhat odd that a lifelong Chevy dealer would collect mostly Fords but Bob's engine of choice is clearly the small block Chevy, a tribute to his origins (*This is just one example of what Bill means about the [origins](#) of Bob Rosenthal's love for Chevy's small block*) and totally in sync with builders everywhere. Whether it was a space issue or a decision not to offend our sensibilities, Bob's staff decided to leave the hand full of non-Fords inside, rather than put them out on display. Two cars inside that really caught my attention were a pair of black Chevy Nomads: One was a '57 with a late model engine and transmission. The other was a fiberglass clone of the '54 concept Nomad station wagon designed by Harley Earl. It was finished to perfection with late model everything and a modern interior.



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The '57 Nomad is powered by a small block Ram Jet 350.

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After we had plenty of time to look around, Paul had us come inside for a very informative presentation. He has worked for Mr. Rosenthal since he was a young man and has been the head of the antique division for years. Paul started by describing each car in chronological order. With 36 cars in the collection this took awhile but Paul injected plenty of humorous stories and anecdotes, especially from his days working in the dealership. Before heading off for lunch we were each given a professionally prepared hard-bound book showcasing all of Mr. Rosenthal's amazing cars - it was the icing on the cake.

This turned out to be my Roadster's shake-down run for the Eastern National Meet and the car passed with flying colors. See you in Gettysburg!

What a Fantastic Problem to Have!

By Joe Freund – photos by Editor

On a recent sunny Saturday morning, 30 NVRG club members and their spouses visited Bob Rosenthal's extensive automobile collection located at a large warehouse in Alexandria. Upon arrival we were amazed to see a vast array of antique Ford, Chevrolet, and Mercury Woodies and other assorted cars strategically positioned in the parking lot outside the warehouse. I had never seen that many antique cars of such high quality in one place owned by one person. Paul Janaske, the curator for the car collection, shared with us how Bob Rosenthal acquired each car, what restoration work was completed on each, and the fact that Bob Rosenthal selects a different car from the collection to drive while away on vacation each summer.



Paul told us that this '36 Phaeton was given to Bob by his daughter on his 80th birthday and is a faithful replica of the first car he owned, hence the "1ST CARR" license plates.

At the conclusion of the visit, each member received a hard bound book, entitled *The Bob Rosenthal Automobile Collection*, filled with numerous color photos of his collection.

My biggest takeaway from the tour was that while most of us are wondering how we will fit our

prized antique car in our garage, Bob Rosenthal has to consider how many cars he can fit into his 10,000 square foot warehouse. What a fantastic problem to have!



Those who went on the tour received this 62 page, 112 image book as a gift. You have see it to believe it.

JUNE MONTHLY MEETING

Ice Cream Social and EFV-8 Foundation Fund Raiser

By Editor

Our usual annual Ice Cream Social and Art Show was revamped this year into an Ice Cream Social combined with a fund raiser for the Early Ford V-8 Foundation & Museum. The Ice Cream Social is always a great start of summer event that brings out our spouses, kids and grandkids. Dave and Sarah Gunnarson did their usual superb job of providing a plethora of tempting sweets and treats for our consumption. The adults went home with feelings of guilt from giving in to all the decadent desert offerings and the kids went home riding a sugar high that probably lasted well past midnight.



The Alpha and...

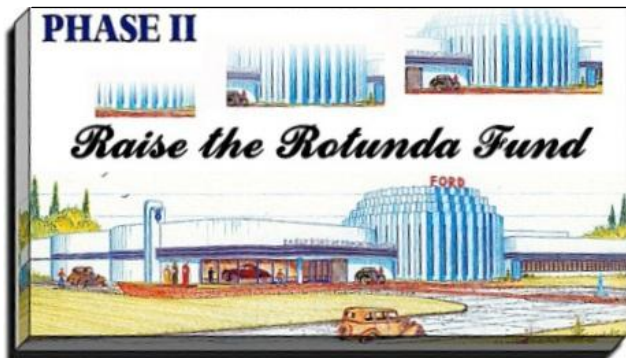
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and the Omega.

This was our first try at holding a club auction and everyone agreed it was great fun. Our purpose in holding the auction was two fold: to raise money for the Foundation and to allow member's to fulfill their promises to spouses to "get rid of some of that stuff." The Board of Directors will decide at their next meeting whether to "round up" the auction proceeds and whether to donate them to the Museum's general funds or dedicate them to the Museum's "Raise the Rotunda Fund." If you have opinions about these pending actions please contact a Board member.



Phase II of the Foundation's building plan is construction of a replica of the famed Ford Rotunda.

Joe Freund and John Sweet organized the auction portion of the meeting by reaching out to members asking for donations and recruiting Nick Arrington to use his professional auctioneer skills to maximize our fund raising potential. Nick in turn recruited Ray Lambert as his able assistant. Members responded by bringing donations ranging from a machine woven oriental area rug to a porcelain Jim Beam Model A ambulance decanter (still unopened and in the original box) to a heavy duty spring spreader and other various tools and parts. Prior to opening the auction Nick ensured that everyone had a registered bidder's number and understood how paying for won items would be handled. Joe Freund flawlessly tracked the winning bids after a quick briefing from Nick.



Nick works the crowd. Bidding on safety gas cans on the table behind Nick was competitive.

Nick kept the festivities moving right along with his rapid fire auction chant intermixed with witty commentary. Some items immediately attracted opening bids while others needed a little "enhancement" by being combined with a second item. At one point Nick even pulled a dollar bill from his pocket and gave it to an audience member just to start the bidding on an item that required considerable "enhancement."



Ray Lambert works the auction ring while Wayne Chadderton and Dave Gunnarson share a laugh.

By the end of the evening we had raised \$384.80 to donate to the Foundation. Comments poured in via email right after the auction saying how much fun it was. Spouses expressed how delighted they were with the auction and voiced strong support to make this an annual event. For his part Joe Freund says his goal for next year is to raise \$1,000 for the Foundation.

41st SULLY FATHERS DAY SHOW

A Perfect Day

By Editor – with special thanks to the article appearing in the June 20-22, 2014 Fairfax County Times

Fathers Day didn't always included a car show at the Sully Plantation according to show Chairman Bill

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Worsham. In fact, the show started 41 years ago in the parking lot of Jerry's Ford in Annandale on the weekend before Father's Day. Bill should know; he's been the show chairman since its inception. The original show in 1974 drew about 75 cars and the following year the show pulled in over 150 vehicles. With growth like that a bigger venue was needed and needed fast. Bill contacted an acquaintance at the Fairfax County Park authority and the show moved to its current Chantilly location just in time for the nation's bi-centennial. Through serendipitous happenstance about 15 years ago, Fairfax County decided to hold its "Celebrate Fairfax" event the same weekend as the car show and the car show date was changed, with some trepidation, to Fathers Day. What originally started as just a plain old car show has morphed into a festival of its own right with live music, food vendors, and a thriving flea market.

Clem reports that this year's show had 300 pre-registrations, an additional 59 late registrations at the gate and 30 no-shows which equals a total of 329 cars on the show field plus those in the car corral. Clem spent his time selling stuff, actually "treasures," in the flea market. Word has it that he broke tradition by coming home with fewer items and more money than when he left home!



Clem's table of unspeakable treasures at the Sully flea market.

Several NVRG members arrived just as the registration tent opened and were able to settle in as squatters in the NVRG's favorite gathering spot under the shade trees adjacent to the pre-Shoobox V-8s and the Woodies. The weather couldn't have been better – a real "San Diego" day with temperatures in the high 70s, low humidity and a gentle breeze. After setting up our chairs and cooler Helen

and I took a stroll through the British contingent were Nick and Kathy Arrington had their '60 Morris Woodie on display along with their '47 Holden (Australian look-a-like of a Chevy) Ute. After discussing abandonment and broken hearts with them for awhile we ambled over to the flea market to see if there were any "treasures" we just had to have (there weren't) and then checked out the car corral.



Ray Lambert has his own "treasures" on sale also.

Pickins had been pretty slim in the flea market but the car corral held more promise for those in a buying mood. A nicely executed, channeled, twin carb, EAB-powered rat rod pick-up was the first thing to catch my eye. It's a rat rod only in the sense that it was in primer – it was well designed and constructed and I think having the creature comfort of a heater would definitely disqualify it from the rat rod category.



The other Early V-8 that caught my attention was a 1936 DeLuxe Light Fast Maroon (not Coach Maroon, I think) 5 window couple with an asking price of \$46,500. The car was a looker with lots of accessories including wide whites and spider hubcaps. Give BoB McElwee a call at 540-281-2351 if interested; I'm pretty sure he still has the car.

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Returning to the shade of the picnic area we settled in for lunch and conversation among RG members. The area was awash with three generations of Greens, Simons, Westrates, Blums, McDaniels and possibly other clans as well as some folks with their children and only a few of us represented by a single generation. Indomitable Cookie Lady Jane Wild stopped by for a chat and to spread good cheer with her annual cookie tin.

A number of folks said they hadn't seen Helen and me drive in and wondered if we had snuck our Woodie in without their knowledge. Sadly, I had to tell them that my initial diagnosis of a bad clutch release bearing had been pathologically optimistic. The bearing was in the process of failing but I discovered the real culprit after I pulled the left cylinder head – a valve had broken and was in the process of destroying the piston.



OUCH!

We had actually come in an Early V-8 but you'll have to read the following article to find out how this turned out to be the perfect day. After sharing good food and conversation with our NVRG friends we headed out again to meander through the show fields to take one last look at all the great cars on display.



John and Shelley Sweet's '46 Lincoln Continental Cabriolet basks in the sun while...



Don Pauley's '41 Lincoln Continental Coupe sit beside Leo and Cathy Cummings' '50 Mercury Monterey.

Helen and I and several other folks stayed for the awards and saw the following NVRG members haul away some heavy metal in their respective classes:

- ✚ Don Pauley – 1941 Lincoln Continental Coupe – 1st Place – Class 24 – Other Vehicles 1940-1948. Don also reports he took a 1st for Best Ford vehicle at the May 31st Leesburg show.
- ✚ Frankie Martin – 1951 Ford Custom Tudor – 2nd Place – Class 8 – Fords 1946-1953.
- ✚ Hank Dubois – 1939 Ford DeLuxe Woodie – 3rd Place – Class 7 – Fords 1932-1942 – even though he'd entered it in the Woodie non-judged class!
- ✚ Nick Arrington – 1960 Morris Minor 1000 Traveller Woodie – 3rd Place – Class 30 – Foreign thru 1969.

Great end to a day to be among friends and made perfect by the kindness and generosity of others.

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Coping with the Loss of a Loved One

By Nick Arrington

As our generation grows older I think it is important to realize the difficulties of separation from a loved one. Kenny Clubmember recently went through such an ordeal when his faithful companion, Nessie – born in 1941, suddenly took ill with a defective heart valve. Kenny and Nessie had been faithful companions at the Sully Dance for almost 20 years – but not this year. Nessie was sick and needed major surgery which would take weeks to recover from. Kenny was absolutely devastated. For the first time in many years Kenny and Nessie would not be a pair at the dance. Soon the story of Kenny's woes made the rounds and one of his friends told him about a gal he knew that was available for the dance. The friend set up the meeting with Rhoda. Rhoda was a black haired beauty – somewhat older than Nessie, having been born in 1935 – but she was still very spry with curves that could take a man's breath away. Rhoda was taller and thinner – more open and didn't creak and groan like Nessie. Kenny thought what would the neighbors think? Trading in his 24 stud partner for a 21 stud partner might start people talking. But alas, he was determined to keep the dance streak alive. After all – it was 2014! The two got together and had a wonderful time at the Sully Dance – everyone asked about Nessie and Kenny told them all she'd be well soon and back in no time at all. He also asked them not to tell Nessie about Rhoda when they see her. Kenny got Rhoda home that afternoon – although she leaned and pulled to the right slightly – probably tired from her busy day. Nessie got a transplant and is back with Kenny but Rhoda still creeps into the back of his mind from time to time. The End.



Rhoda

Is this a great club or what?
/S/Kenny Clubmember

E-MAILBAG

Garage Project Completion

By Rob Pond – via email to Dave Gunnarson June 2nd

Ryan finished his garage project. The garage was just open-stud walls when he started and now has a period look to it. He sold his townhouse in December. We jointly invested in property with him in Loudoun so he would have some space for his Ducati bike projects and a place to tuck my truck.



What a Delight

By Von Hardesty via email to Cliff Green June 22nd

This week I had my '35 Ford Tudor out for a ride from Middlebrook down old and scenic (almost traffic-free) Rt 252, which connects to Brownsburg and Lexington. I drove southbound to Newport, a nearly abandoned old town with the remains of an old general store with a faded Coca-Cola sign "B.D. Lotts" and an old prewar gas station with a pump still on the island in the front. Great nostalgia.

My Ford with its newly rebuilt '40 Ford flathead, new clutch, gas tank, and many other upgrades (e.g 1938 Ford steering) runs like a new car, fast, cool, and excellent oil pressure. I would boldly drive to Tahoe, I think. The real problem is getting it painted. It is in primer mostly, but this task needs to be done. I don't know whether to bite the bullet and get it painted (no way to ever recover my overall investment) or trade it to someone with skills and time to complete the job. The interior is excellent, having been restored earlier. What a delight to drive!

FOR THE LADIES

Not a Flathead but Still Inspired by a Ford

By Susan Randall

May 28, 2014, LOS ANGELES — OPI Products, a
Ladies continued on next page

Ladies continued from previous page subsidiary of Coty Inc., and Ford Motor Co. have announced a collaboration featuring the iconic Ford Mustang. The popular pony car — which celebrated its 50th anniversary in April — serves as the inspiration for a line of OPI limited edition nail lacquers that will launch internationally in July.



“OPI is thrilled to partner with one of the world’s top automotive companies in celebrating 50 years of Ford Mustang,” stated Suzi Weiss-Fischmann, OPI co-founder and EVP. “For women, cars and nail lacquer offer a way to express personality. This new collection will deliver elements of sophistication, luxury, power and style fitting for both OPI and Mustang consumers.”

The collection’s hero shade, Race Red, is a tribute to one of Mustang’s most iconic colors.

“Ford Mustang inspires passion like no other car, and we are excited to be working with OPI on an exclusive collection that captures the spirit of our iconic car,” added Melanie Banker, Mustang marketing manager. “There is no better way to express Mustang’s bold personality and the excitement it creates than through color.”

[Click here](#) to see the color collection.

RESTORATION ROUNDUP

Helping Hands

By Editor

On June 18th Hank Dubois, Bill Selley, Wayne Chadderton and I answered Dave Westrate’s request for a few helping hands. Cliff Green was also signed up to help but was laid low by injury the week before. Last month in the *Valve Clatter* you learned about Dave’s progress on the springs/axles for his ’39 DeLuxe Woodie. Now that that’s complete he’s on to the next step – getting the frame into his car trailer for blasting and painting.

Dave had also enlisted the assistance of three neighbors so the task was easy. As they say “Many

hands make for light work.”



Dave gives Hank Dubois, Westrate, Bill Selley and the three neighbors a preflight ops brief before we moved the frame.



Mission accomplished. The frame looks kind of small in Dave’s trailer.

Dave via email the evening of the 18th: All, I just want to thank you all for your help today. It gave me a mental lift as well as a physical lift to get the frame on the road. You guys are the best.

LATE BREAKING NEWS

Take a Kid to a Car Show

By Bill Potter

As the Eastern National Meet was winding down, a local teacher showed up with her class of young students. The wife of a neighboring '34 owner seized the moment to educate the kids about old car features, especially the rumble seat. Before the teacher and her young flock moved on, I pulled her aside to thank her for getting the kids out of the classroom for a taste of non-electronic reality. It was totally unexpected and a great finish to a stellar day.



Announcing the NVRG Annual Picnic and Bar-B-Que

Saturday, July 19th

Rain or Shine

✚ It's time for the annual NVRG picnic! Dust off your cars, load up the picnic basket and join us at Art and Sarah Zimmerli's Farm in Amissville, Virginia, on Saturday, July 19th. We plan on having the picnic rain or shine, so mark your calendars now.

✚ For those wanting to caravan out, the V-8 (and maybe HV-12) caravan departs Fair Oaks Mall at 10:30 AM sharp. Let John Sweet know if you'll be part of the caravan so you don't get left behind. **703-430-5770 (h) or speedbird201@gmail.com**

✚ If you want to drive there on your own – directions to Art's farm are:

From Warrenton, go 12 miles west on Route 211, turn left on Route 642 at Amissville, follow 642 for approximately 3.1 miles, look for the small lake and gate on the right, (a V-8 sign and blue and gold balloons will mark the spot). Follow the grass road up the hill to copse of trees on top. Park old cars in front of the mansion ruins – new cars to the right.

Call Art on his cell if you get lost: 703-200-2424.

The Bar-B-Que lunch will served at about 1:00 pm.

✚ The cost is a nominal \$5.00 for adults – kids eat free, but this year we ask that you please pay up front at the July meeting, or send your check to John Sweet, at 1108 Iron Ridge Court, Herndon, VA 20170. As always, your club will provide plates, cups, utensils and other accoutrements. Bring your appetite and an appetizer, salad, fruit or dessert to share. Also your own beverages and lawn chairs.

Please RSVP to John Sweet by Tuesday, 15 July.

Phone 703-430-5770 (h) or speedbird201@gmail.com

A sign up sheet will also be passed around at the meeting on Tuesday, July 8th.

Thanks and see you there!





Back in February we sent Regional Groups an ad for the Central National Meet. We are very grateful to everyone for running the ad in your newsletters to support our meet. Because of the volume of meet registrations, we are doing well with our budget and have decided to waive the \$20 late registration fee, leaving the meet registration fee at \$75.

We look forward to seeing many of you in Gettysburg, Springfield, and Thousand Oaks. Thank you for your continued support! Ken & Carolyn Bounds



**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**

Registration still only \$75 - *the late registration fee has been waived!*

- 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

Lincoln Delivery Car

From 1939 Ford News

THERE are two types of trade, *mass* merchandising and *class* merchandising, each important in its own way, and each having its own problems. The problem of the *class* merchandiser is to be distinctive, yet dignified, and to be modern without sacrificing a substantial reputation—for mere flashiness.

After 100 years in the same business and 50 years in the same building, the reputation of the Grogan Company, Pittsburgh jewelers, has become one of it's most valued assets. Any change in the substantial stone building which houses the Grogan Company might lessen this

outward sign of integrity earned through a long succession of honest years. Obviously modernizing the building, like a five-and-dime store might be a mistake.

The problem of how to add a touch of modernization—yet without in anyway cheapening the ensemble—was solved by the Grogan Company by installing a super-modern type of delivery car. People who buy at Grogan's are naturally proud of the fact. Also, as much of Grogan's business is in gifts, what could be more appropriate than to have gifts delivered in such a handsome package as a Lincoln-Zephyr car!

Mr. Lynn Keating, Grogan's young and progressive manager, has a Lincoln-Zephyr for his own use and having made a 1100-mile trip, on which he averaged better than 16 miles per gallon, he correctly reasoned that running costs of a Lincoln-Zephyr would be but slightly more than those of even the cheapest kind of truck. By keeping the Lincoln-Zephyr parked in front of the store when not in use, this modern car attracts the attention of shoppers on the fashionable shopping street on which Grogan's is located.

The first Ford salesman that Mr. Keating approached said that the Lincoln-Zephyr could not be bought as a delivery

truck because there had never been enough demand for it for such use. He told Keating that there were many reasons, including the X-member bracing back of the rear seat, etc., etc., why the idea was impractical. That Ford salesman got out of the bother of selling the car!

But a second Ford salesman, who was employed by McKinley-Gregg, said he'd have a try at it. He took up the matter with his sales manager Mr. Brown, and through him, with the Pittsburgh Branch of Ford Motor Company. Letters were sent to Mr. Stevenson of the Lincoln Division of the Ford Motor Company at Detroit—and the picture shows that the sale was made! Starting with the standard Lincoln-Zephyr Tudor Sedan, the rear seat was not installed, and neither was the shelf back of the rear seat. The usual steel X-braces in back of the rear seat were also removed,

and different braces installed, thus leaving the rear compartment completely free of any obstructions. To make it easier to shove packages into the rear compartment, through the rear deck door, the floor was leveled off by filling in the wells, thus giving a flat floor, which is covered with carpet extending to the back of the front seat. Just in back of the front seat, there is a "riser" about 1 inch high in the floor, which keeps



packages from sliding forward against the front seats when traffic makes a quick stop necessary. The entire interior of the rear compartment is finished in tan leather. The spare tire is carried in the usual place.

For more than 100 years, the insignia of the Grogan Company has been a medallion carrying the head of an Indian Chief. This medallion is of a semi-precious red stone, trimmed with green gold. The same insignia appears on the windows of the Grogan Building.

Considerable thought was given as to whether to even place the company's name on the truck, but the name was finally placed in small, neat letters under the medallion. The jet black car is trimmed in chromium and stainless steel. The only other color accent (other than the medallions) is furnished by the vermilion wheels, with white side-wall tires. One of the specifications, to the factory, was that the rear side panels should not show any traces of "blocked out" windows, as patched windows would have detracted from the neat appearance of the car. This was accomplished nicely, but just how, we do not know.

October 2012

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THE GREYHOUND EXPRESS

Courtesy of the Western New York Regional Group – Frank Scheidt, Editor

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



These ads work! Mel Herwald purchased Van Ramey's 1946 Ford convertibles after seeing it advertized in a NVRG Automart ad last month. Another choice V-8 stays in our Regional Group.

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 – 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



For Sale – Sandblaster purchased from Eastwood and a sandblast cabinet purchased from Tractor Supply. The sandblast cabinet has never been used – \$125. Welder with both oxygen and acetylene tanks. It also includes two welding tips plus a cutting torch. I will also throw in a package of steel rods, brass rods and aluminum rods – \$125. Other miscellaneous 1953 Ford parts. **Tom Shaw** – 703-771-9374 7/14



For Sale – 1933-34 Parts: 40 year collection of small and large parts left over from 2 frame off restorations. Engine parts of all kinds; 3 21 stud blocks – complete; 3 rear ends and a complete front end; 1 rebuilt '34 radiator; 2 transmissions and 4-5 sets of used gears up thru 1939. Many brake parts. Set of 16" wheels. Adapters to install a 51-53 Flathead in '34 frame. Put these parts to good use – I won't be restoring another 1934 Ford. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363 7/14



For Sale – Ford crest polo shirts.

Anyone interested in a polo shirt with the 1950 to 1955 Ford Crest on it? The crest is different than the one on the shirts I previously sold and is more representative of the actual crest. The shirts are made of pique cotton polo. I have a contact who is licensed by Ford and can provide me with the shirts. I am now just trying to determine if there is any interest. I am guessing that they will be in the \$20 dollar range.

Automart continued on next page



Let me know if you are interested and I will contact you for color, size and quantity. **Bob Belsley** – BsBelsley@aol.com. 7/16



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

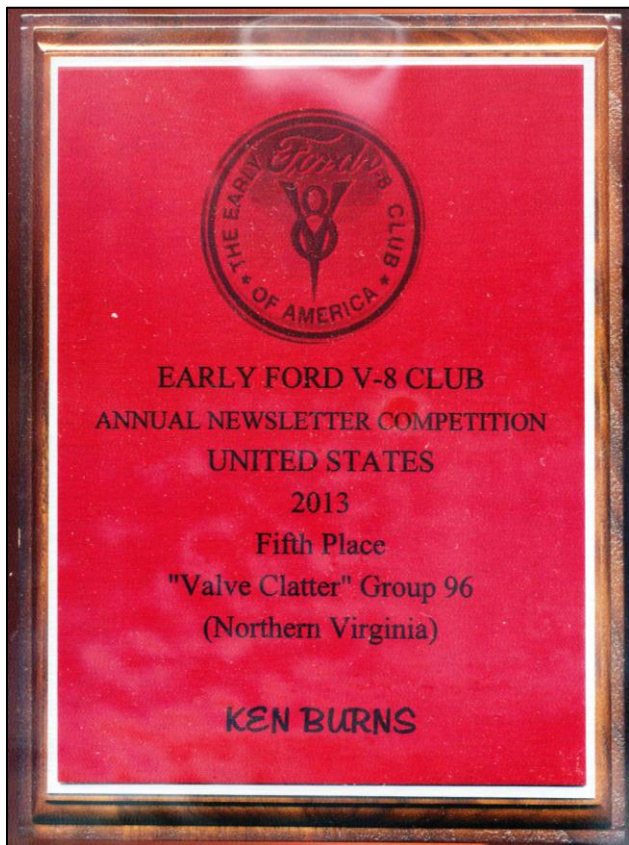


MEMBERS – JUST A HEADS UP! – I have rebuilt over 20 distributors, upgrading them to the 1941 11A weights and shaft. I have only four NOS weights remaining and my source is exhausted. I have called around the country and there are none out there. Yes, Mac's advertises them, however, they are in fact 68 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



Titus Ford Service Department, Tacoma, WA – January 29, 1947

VALVE CLATTER UPDATE



By now most of you will have read the latest issue of the *V-8 Times* and seen the announcement that the NVRG's *Valve Clatter* has been recognized once again as noteworthy in the Early Ford V-8 Club's newsletter contest. This recognition is due mainly to the tremendous club that we share and our members. One measure of success is that our membership rolls continue to grow steadily and we easily exceed 100 dues paying members. Another positive factor is that our Board of Directors provides us with entertaining and informative monthly programs and amazing tours and activities. Lastly we are blessed to have many, many members who are willing to contribute to the *Valve Clatter*. Although my name appears on the plaque it's the contributions of everyone that make our newsletter a success.

I want to sincerely thank everyone who has contributed to the newsletter in the past and urge you to continue that support. For those who haven't contributed yet please consider sending me a short piece for inclusion.

Again, my thanks to everyone,
Ken



NVRG Calendar



<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 FFX show.
4	Heritage Festival Car Display – historic Fredericksburg – more info: Brent McConnell - 540-729-0822
4	Town of Vienna July 4th Celebration – Vienna Community Center, 120 Cherry Street, Vienna
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: 2014 Eastern National Meet in Review – Refreshments: Wayne Chadderton
15	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.
19	Annual NVRG Picnic – join us for another great day in the country – Art and Sarah Zimmeri’s farm – Amisville, VA. See page 12 for details.
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>August</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: 1939 Ford, Mercurys and Lincoln. Refreshments: Ray Lambert
19-22	Central National Meet – Springfield, IL. Late registration fee waived! See page 13 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
<u>September</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: Darkness Reveled. Refreshments: Cliff Green
21-22	Drive-In Movie Night at the Family Drive-In , Stephens City.
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.
30	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ October – What else but Hershey?
- ✚ October – NVRG Annual Fall Tour
- ✚ December – Holiday Gala



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
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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

July Program: Eastern National Meet Review

Mark your calendar! The July Meeting is on Tuesday, July 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**