

Northern
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Group



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Value Clatter

Early Ford V-8 Club of America



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Ken Burns - Editor

A Night at the Drive-In

The 2014 Drive-In Movie Tour

By Keith Randall

The weekend of September 20-21 was simply outstanding! Hank and Cindy Dubois planned a great weekend event for the club and the weather could not have been better.

The main group assembled in the usual location at the Fair Oaks Mall on Saturday at 1pm. Vehicles included: Hank & Cindy Dubois ('35 Coupe), Bill & Liz Simons ('34 Tudor), David & Norma Blum ('39 Zephyr), Jim & Char McDaniel ('51 Tudor); and Keith & Susan Randall ('38 Fordor). Ken & Helen Burns and Wayne & Jane Chadderton also accompanied the group driving modern. Cliff & Sandra Green ('40 Station Wagon) joined up along the way.



The Dubois' '35 3 Window



The Simons' '34 Tudor



The McDaniel's '51 Cruiser



The Randall's '38 Fordor



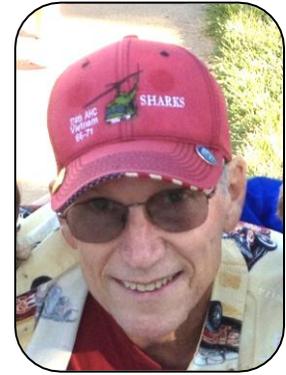
The Blum's '39 Lincoln Zephyr



Wagon Master Hank Dubois rounds us up

Drive-In continued on page 3

Up Front with the President



October 2014

Overall, September was a very pleasant month with mild temperatures and weather that supported Club and tour activities. We had some interesting activities this month.

First, on Labor Day, the small town of Clifton, VA, hosted its annual "Custom Cruisers" car show that literally engulfs the entire town with several hundred cars and motorcycles of all types and years. Mostly muscle cars and hot rods, but also quite a few antiques and vintage "originals." Several Club members attended with their cars, including yours truly. Wonderful weather.

We had an excellent and most interesting program on Bonneville Salt Flats racing for our membership meeting on September 9. With three presenters, (all NVRG members) who have first hand experience with racing on the flats, it was a riveting evening. **Warren Barbee** provided an excellent overview and explanation of the various car classes and engine configurations, each with its own set of rules it seems, and how the races are conducted. He has attended many of the races and his insight helped explain how Bonneville differs from almost all other racing. It was a real treat seeing the photos and listening to the personal experiences of both **Bill Lightfoot** and **Steve Pieper**. Bill set a land speed record in his Alpha Romeo of 232 mph and is a life member of the coveted "Bonneville 200 mph Club." Steve and his father personally built a streamlined BMW racer specifically for Bonneville and it is recognized as the fastest BMW powered land vehicle ever made, attaining 358 mph. They actually built two of them, with the first one being destroyed during a run at Bonneville. See the associated articles in this issue. Our heartfelt thanks go to Warren, Bill, and Steve for sharing their experiences.

On September 13, on one of the few days during the month that it rained enough to affect our turnout, we attended the garage/airstrip tour to **Don Rhynald's** grass airstrip in Bealeton, VA. Because of the rain, most drove their modern cars, but **Frankie Martin** and I toughed it out and drove our '51s. Both cars proved to still be waterproof. Don also hosted the local chapter of the "Quiet Birdmen," an organization of old pilots, and Don displayed several '32 Fords and a number of antique biplanes for us to admire. He put on a great BBQ spread and it was a very enjoyable day despite the rain – a great day if you happen to drool over cars and airplanes. Thank you Don.

On the 20th we met at our normal rendezvous location at Fair Oaks Mall for our drive to Stephens City and our annual overnight tour to the "Drive-In Movie Night." We stayed at a different hotel this year, the Comfort Inn, and it indeed proved to be very comfortable and accommodating. The drive-in also had their 5th annual classic car show this night, so there was a lot of old iron to admire. The movie this year was not another Johnny Depp movie (no disappointment there) but a more "appropriate" stock car racing film from the 1960s titled "Fireball 500" that blended the theme and actors from the Beach Party film genre. It starred Frankie Avalon, Annette Funicello, and Fabian. It told the story of a stock car racer forced to run moonshine. A real thriller! ☺

On our drive home we stopped at the historic Belle Grove Plantation in Middletown, VA for a private tour of the estate. The staff hosted us prior to their regular opening hours. The overall weekend tour was well attended and there were enough of us that we needed to be divided into two groups for the tour of the Belle Grove mansion. It is a most interesting and historic building that still hosts evidence of a canon ball and

Prez continued on page 14

Drive-In continued from front page

Once we were past the Dulles area, the congestion along Rte 50 eased and it was smooth driving on Rte 50 / Rte17 and Rte 277 to Stephens City where we overnighted at the Comfort Inn. The travelers gathered for dinner at the 'Butcher Block Buffet' where we were joined by Steve & Wendy Pieper and Greg Mensinger & Elaine.



Chowing down at the Butcher Block Buffet before the movie.

After dinner, it was off to the 'Family Drive-In'. Earlier in the day, the Drive-In hosted its 5th annual Classic Car Show and several of the cars stayed over for the movie. We were able to check out the cars before it got dark and the movie started. The Drive-In schedules a car related movie in conjunction with the car show and this year it was 'Fireball 500'.



Susan Randall and Norma Blum chat in front of David and Norma's 1939 Lincoln Zephyr, Susan and Keith's 1938 Fordor, Hank and Cindy Dubois' 1935 3 window and Cliff and Sandra Green's 1940 Woodie before the movie.



Greg Munsinger and Elaine, Wendy and Steve Pieper and Liz and Bill Simons begin to settle in for the show in front of the Pieper's 1963 Ford Ranchero and the Simon's 1934 Tudor



Keith and Susan Randall, Norma Blum, Hank and Cindy Dubois and Sandra Green have set up shop in front of the Blum's 1939 Zephyr and the Randall's 1938 Fordor.

Next day, Sunday, September 21st, we traveled down Rte 11 to Middletown, VA, and the Belle Grove Plantation. Hank & Cindy arranged a special guided tour just for the club and the home was opened early. Belle Grove Plantation was originally the home of Major (Revolutionary War) Isaac Hite and his wife Nelly Conway Madison. Nelly was the sister of President James Madison.

Belle Grove (1797) was constructed of native limestone with design assistance from Thomas Jefferson. The plantation is credited with being a major player in turning the isolated backcountry of the Shenandoah Valley into a "New Virginia" community of wheat farmers, entrepreneurs and businessmen. During the Civil War, the house saw duty as headquarters for either Union or Confederate forces depending on which side was in control of the Shenandoah Valley. It was the epicenter of the 1864 Battle of Cedar Creek. Today, the home and 283 acre plantation are a part of the 'National Trust for Historic Preservation' and host a variety of events throughout the year.



Hank also arranged for a photo op in front of the plantation house.

After touring Belle Grove, the group headed out on Rte 340 and Rte 522 to Flint Hill and the Griffin Tavern for lunch. The tavern was really busy with both local folks and several motorcyclists out

Drive-In continued on next page

Drive-In continued from previous page enjoying the picture perfect day. However, Hank & Cindy had once again prearranged things for us and we all (now totaling 20) walked in and were immediately seated.

After lunch, some of the group headed off on their separate way while others of us stayed together and drove one of my favorite routes: Crest Hill Road to Marshall and then Rte 55 thru The Plains to Haymarket.

All in all, a simply a sterling weekend event! Again, a very big thank you to Hank & Cindy for all their work in planning the tour.

Remember, you don't have to drive your vintage Ford to participate in any of the Club events. Camaraderie and a good time are always a big part of any of the activities.

decided to build a car from the ground up. Because Steve was a BMW dealer at the time, what would make more sense than to use a BMW engine mounted in a streamliner body, with the hopes of becoming the world's fastest BMW land powered car?

After the design phase, they built a complete full-scale prototype model. The design had several unique features including tandem all aluminum disc wheels (no rubber tires) in the front for lower rolling resistance. Steve said that virtually everything they learned from their past racing experiences did NOT relate to the Bonneville design due to the huge differences in the racing formats. For example, counter to other racing, good aerodynamics is the first priority at Bonneville while horsepower is second!

THE BONNEVILLE EXPERIENCE



Presents: Bill Lightfoot, Warren Barbee, Steve Pieper and Wil Pieper.

The World's Fastest BMW

By Jim McDaniel

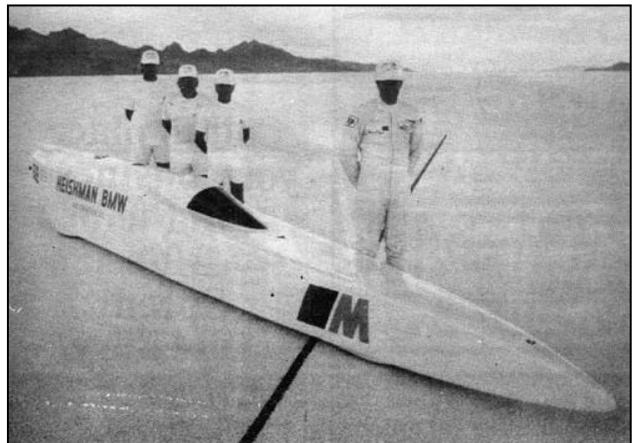
As part of our last meeting's Bonneville theme, Steve Pieper gave a presentation of his efforts at the Bonneville salt flats. After he and his father spent a life-long pursuit of racing (campaigning various forms and classes of racing cars), they chose to try their hand at Bonneville.



Steve Pieper recalls his quest to become the EBFS record holder. Since their forte was design and fabrication, they



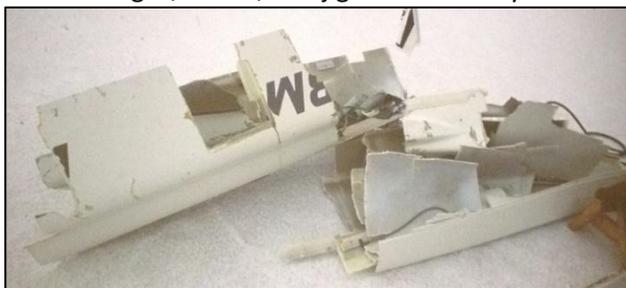
Steve and his father, Wil with the streamliner chassis before the sleek skin is attached.



This is what the first streamliner looked like with the skin installed.

The first time out results were outstanding, but they had to withdraw early due to an engine harmonic balance problem. Returning the second year, things were going very well until the car got crooked on a run and Steve tried to "steer" out of the skid while keeping the power on. Unfortunately, it **Bonneville** continued on next page

Bonneville continued from previous page resulted in an accident that rolled the streamliner several times, destroying it. Unhurt, Steve convinced his dad that they should build a new car since all the designs, molds, and jigs were already made.



Remains of streamliner's skin after the accident.

They concluded that the original design went through the air too "aerodynamically neutral," resulting in high-speed instability, so the new car had some down-force added by the use of ground effects and air impact pressure on the nose (a downward sloping nose). A large vertical stabilizer was also incorporated to help the car go straight.



Steve suits up before a run in the redesigned streamliner.

The results were outstanding the following year in that they set the world record for their class on its initial run. The rules at the time required a back-up run, traveling in the reverse direction, and the two run speeds would then be averaged. Disappointingly, on the return run, the official time clocks had a malfunction resulting in no recorded speed for the last measured mile.

The rules also state that the speeds per mile that are averaged for the second run must be in the same sequence as the first run, so even though the overall speed was faster than the record, due to the fact that the first record run was at mile number three, but was averaged with the last recorded time at mile number two from the second run, no official class record was recognized.

So why not just run the course yet again? Unfortunately, on the last run, one of the parachutes failed to deploy causing the car to run off course and

hit a shallow pond that again caused major damage, not allowing for another try.



Steve's ended his last run at Bonneville in a drainage ditch when a parachute failed.

After returning home, a third body was built; however, it was not to be since the rules were changed disallowing the use of all aluminum "tires."

The BMW factory did recognize that it truly was the fastest BMW powered land vehicle ever made (358mph) and put the car on display in their South Carolina factory's museum for several years. As a side note, while visiting Germany, Steve was quite excited to see that a company was making a model of his car.....he purchased two!

Bonneville's 200 MPH Club

By Bill Lightfoot

Bonneville's 2010 Speedweek was another successful, record-setting effort. We had the usual trials and tribulations that go with racing, but it was great fun overall. Of course, it always is when we're running Richard Kreines' amazing yellow Alfa Spider on the fabled Bonneville Salt Flats.



Bill talks about his experiences racing at Bonneville.

Thanks to the meticulous car preparation by Jim Steck and his cousin Doug, we came right out of the box with a good run that put us into record-qualifying territory. But we got a little greedy and decided to forfeit that first run in hopes that we could get a better one later. That looked like a bad bet for a while because, in the middle of my next run, the car cooked its AEM electronic ignition module and I was forced to pull off the course.

Bonneville continued on next page

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It looked as if we were going to be down for a couple of days waiting for a replacement but after a frantic search in the paddock, I tracked down a guy who is an engineer at AEM. Miraculously, he had an extra four-cylinder module with him, which he gave to us AT NO COST! That's part of the Bonneville experience--lots of sharing.

With a new module, we were back in business. The car was really running great although we weren't getting the boost that Jim expected. We had hoped for 28 lbs. of boost, but the most we could ever muster was 25. Also, we were having problems with our data collection system, so Jim wasn't able to get enough data to figure out the boost problem. It turned out that, although neither Jim nor I could feel it in the car, we were bumping up against the rev limiter, which kept the turbo from spooling up as high as we wanted it to.

New for this year was a streamlined head fairing that Jim fabricated to go behind the roll cage. The fairing probably bought us a few miles per hour, but unfortunately, there was a downside. On every run I made, the car started "porpoising" (bobbing up and down as if it was going over waves) at about 200 mph. Both Jim and an aerodynamics expert I spoke with thought that this was probably caused by the fairing. In any event, this sort of oscillation gives one pause and we were anxious to get rid of it. The guys were finally able to do this by dropping the nose of the car about an inch.



The fairing behind the roll cage is plainly visible in this picture of the record setting Alpha Spider.

After making some other changes, we got back out on the salt and made a really good run. The car was clocked at 233.841 (about 8 mph more than we needed for a new record and the fastest that I have ever gone) and we registered an "out the back door" speed of 233.948 mph. We decided to put that run in our pocket, take the car to impound and get ready for our record back-up run the following day.

The next morning (Aug. 19) we were out on the salt at dawn (incidentally, it is absolutely beautiful out there at dawn and dusk) and made a run as soon as they let us. That pass yielded a speed of 230.590 mph, which was more than enough to set a new record. The old record, which I set last year, was 225.839 mph and the new one (the average of my last two runs) is 232.215. This is the fastest record the car has ever posted.

The car was then torn down for inspection. After it passed, the SCTA (Southern California Timing Association) announced that we had officially set the new world record for the G/BFMS (Blown Fuel Modified Sports, under two-liter) class!



Bill after a 200+ mph run.

As soon as I had completed my record runs, Jim took over the driving duties in hopes of resetting his own G/BGMS (Blown Gas Modified Sport) record from 2009. Jim and I run in different classes; which keeps Jim from dialing down the boost when I run or me pouring sugar in the fuel tank when he runs! Just kidding, of course--it's all about getting more runs and setting more records.

Jim, also a 200 MPH Club member, made an extremely fast first run (the fastest run the car's ever made, in fact) and put the car into impound. However, on the back-up run, the usually-reliable Alfa suffered some sort of mechanical failure, so Jim was not able to set a new record in his class this year. But

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we did come away with one new record and the whole team (especially me!) feels great about that.

I need to note here that the engine/car combination is of paramount importance in this type of racing. The driver is of some importance, of course, as an error in shift timing or steering input will ruin a run, but the engine/car combination is most critical. In road racing, for example, a brilliant driver can make even an ordinary car a winner. That's not the case in world speed record competition. Even a Michael Schumacher or Mario Andretti can't make a slow car go really fast in a straight line.



With that in mind, I would like to once again thank Jim Steck, who built upon the earlier work of the Besic brothers, Richard Kreines, Craig Bielat, Eric Storhok, Ed Argalas, Kim Tonry and a number of others to put together a record-setting car/engine combination.



At the meeting Bill shared his 200 MPH trophy and ball cap with us.

OUT & ABOUT

Garage/Hanger Tour to Don Rhynalds'

By Cliff Green

Yes, it rained and it put a dampener of the festivities at Don Rhynalds' farm/airfield in Bealton, VA. However, the planes were moved out of the hanger and the multitude, including a few intrepid V8'ers

attended a super BBQ indoors. The festive occasion was the fall muster of the QB ([Quiet Birdmen](#)), a collection of pilots who like to talk about the old days and fly in their old airplanes. Don was kind to invite the V8 members to participate.

The low ceiling and intermittent rain prevented any fly-in's, RC models and swimming pool activities. However, there was enough to see in his two huge hangers and the planes on the lawn.



Captain Don, as he is called, has quite an aviation background having flown for USAir, competing in acrobatics with a Pitts Special (of which he has two!) and owning a Grumman HU-16 Albatross which he flew on the show circuit. He also owns a vintage Piper Cub!



Don's HU-16 is quite colorful. Keith Randall flew this type of aircraft while serving in the military.

Frankie Martin, with Hank Dubois, drove his 51 along with Jim & Char McDaniel in his police car. The Green's left their Woodie in the garage!



Jim McDaniel, Cliff Green, Hank Dubois and Frankie Martin. Don's '37 Standard Coupe is in the background.

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Don's collection of vintage iron was impressive. He has a '32 sedan freshly painted, '37 standard coupe restored and a '32 Ford coupe rod. In his hanger we found a '35 tudor (needed much worked), '32 dirt racing car with a 59AB, unrestored and a couple of very interesting big sedans. An impressive 33-34 Stutz Blackhawk and a same vintage Pierce Arrow – both unrestored but presentable.



Don's flathead powered, un-restored '32 dirt track racer.



Don's un-restored Stutz Blackhawk with the needy '35 Ford Tudor lurking in the background.

We were unable to get the story on his cars as much "Hanger Flying" was going on. Perhaps on another visit we would glean the info on his interesting collection.

One Man's Rust Is Another Man's Treasure

By Keith Randall

A few years ago, Art Zimmerli unearthed the remains of a 1925 Model T Ford on his farm. He knew that I was a member of the Nation's Capital Model T Ford Club and asked me if I knew of anyone that could use his 'treasure.' I checked with some of my T buddies and Tom Quigley came forward. I coordinated a day and time when we could meet Art and undertake the salvage operation.

Tom now has the frame that includes both the front axle and rear end and is sure that he will be able to use some of the parts.

Another old Ford, or at least part of one, was saved from the junk yard. A great example of different car clubs helping one another!



Tom Quigley's "treasure" after being unearthed.



Art (2nd from left) and Keith (far right) after the "treasure" is loaded.

Sunrise Assisted Living Facility Flash Tour

By Editor

Several weeks ago Dave Westrate fielded a request for help from Dick Javins of the Model T Club who was looking for some cars for small show for the residents of the Sunrise Assisted Living Facility located on the Fair Oaks Hospital campus. Many of you probably know Dick as the guy who trailers the Model T Club's "Take Apart Car" to our car show. I finally had the Woodie ready for the road and figured the short drive over to the hospital would be a good test drive. I let Dick know that I'd attend and waited for the appointed day to arrive. When I committed to the show I only let Dick know rather than letting all NVRG members know.



As Willie Nelson would say "On the Road Again." Ken's '41 Woodie and Frankie Martin's '51 Tudor.

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A few days before the show Dave sent out another email saying that Dick still needed some cars. Hank Dubois had the solution – he sent out a Listserv email calling for a “Flash Tour” – kind of like a flash mob but for NVRG folks and their V-8s. Hank solved Dick’s problem. On the day of the show NVRG members turned out in force. In addition to me, the following folks showed up: Clem Clement (’39 Peek-up), Frankie Martin (’51 Tudor), Hank Dubois (’35 3 Window), Keith Randall (’38 Tudor), Gay Harrington (’49 Pick-up) and Paul Malandrino (’32 Roadster Street Rod). Special kudos to Jane Chadderton, who drove Wayne over in his ’53 Sunliner since his hand is still in a caste.



Clem looks on as one of the residents checks out Paul’s Roadster and Clem’s truck.

It’s a good thing Hank called a “Flash Tour.” The only other cars to show up were Dick and his 1925 Model T Depot Hack, 2 Model As and a Model A Street Rod.



Jim’s Cruiser and Gay’s Budster also get the once over.

Our cars were just one part of a special event organized for the Sunrise residents and their families. In addition to our cars, there was a troupe of sword fighters dressed in appropriate era costumes and a group called the Jim Moyer Circus Club. This club had special meaning to me. Jim Moyer was the P.E. teacher at Oak View Elementary School back in the mid-80s when our son Chris was a student there. Mr. Moyer ran a great after school program for students that included gymnastics, tumbling, unicycle riding, juggling and other circus acts. Mr. Moyer’s club performed in numerous venues around

Fairfax County including the City of Fairfax July 4th parade. Unfortunately, Mr. Moyer passed away but his legacy lives on in his Circus Club.



Former pilots are always looking for a little excitement. A Marine pilot (whose name I didn’t get) joins Jim McDaniel and Clem Clement while two members of the Jim Moyer Circus Club juggle and pass bowling pins in front of and behind them.

FORD IN FLORIDA

The Edison-Ford Museum; A Field Report

By Dave Westrate

While in Florida, we were able to visit the Thomas Edison - Henry Ford Museum in Fort Myers. I know that some of our members have visited this museum but if you have not and ever get a chance be sure to do so. It is mostly about Edison and his history is so interesting. His house has many unique lighting fixtures that he designed and you can also see his laboratory, his separate office, a unique pool area and stunning grounds. The Edison house and the Ford house are very close and the two families would vacation there in the winter. Harvey Firestone would often join them as well.

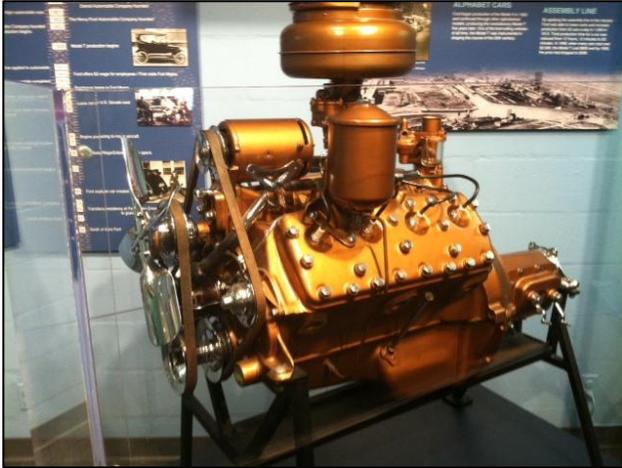


The Ford house in the foreground with Edison’s house partially visible in the background.

One of Edison's big efforts was to find a way to produce natural rubber in the U.S. and he feared that synthetic rubber would beat him to the punch. Shortly after Edison died in 1931, E. I. du Pont de Nemours and Company, commonly known as Dupont, did just that and all of Edison’s effort was wasted. The museum is packed full of interesting

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stuff like how he developed motion pictures and a Flathead engine.



Editor's comment: As we all know Edison, Ford, Firestone and the noted naturalist John Burroughs were avid "campers." Each of them had a specific role or duty they performed when preparing for a group camping trip. Ford's role, among other things was that of caravan mechanic (no surprise, there!). Ford had two Model T trucks outfitted with drinking water tanks and work tables for the cooks. One of these is in The Henry Ford and the other in the museum at the Edison-Ford compound.



This statue is just down the street from the Edison-Ford Museum.

Bridge in Florida Renamed for Henry Ford

The following article appeared in the Fort Myers News-Press. It has been edited for length. (Ed.)

The Caloosahatchee Bridge is no more. Now it's the Henry Ford Bridge, courtesy of a legislative bill that took effect July 1.



The Caloosahatchee Bridge carries US 41 traffic across the river.

The name no longer means "river of the Calusa," in honor of the ancient Calusa Indians who settled Southwest Florida and used the river as their main waterway. Now it honors Henry Ford, an industrialist icon from the early 20th century, one of the first Fort Myers snowbirds with pal Thomas Edison, and the first to manufacture en masse the cars that cross the bridge daily by the thousands.

One more move needs to happen to make it official. The Fort Myers City Council and Lee County commission must pass resolutions supporting the state's designation.

The resolutions may be nothing more than a rubber stamp for a deal that is already done. And why not? Fort Myers already has an Edison bridge. The Edison & Ford Winter Estates in Fort Myers are a huge tourism draw for Southwest Florida.

But there is one fact about Henry Ford that some who promoted the name change may not have known, or if they did, believed the man's accomplishments outweighed his failings.

Ford was a vehement anti-Semite. And he didn't hide it. According to numerous historical accounts in print, on the web, and Ford's own publications, he insisted that Jews conspired to control the world and were the cause of all the world's ills.

Adolf Hitler kept a photo of Ford in his office and said the auto magnate inspired him. Ford received the highest award that can be given to a foreigner from the Nazi regime, the "Grand Cross of the German Eagle."

That troubles Rabbi Bruce Diamond of Fort Myers, and others who answered an online News-Press poll on whether the change should happen.

"I'm certain that the people who are behind this movement to name the bridge after Henry Ford were unaware of his very dark history both against

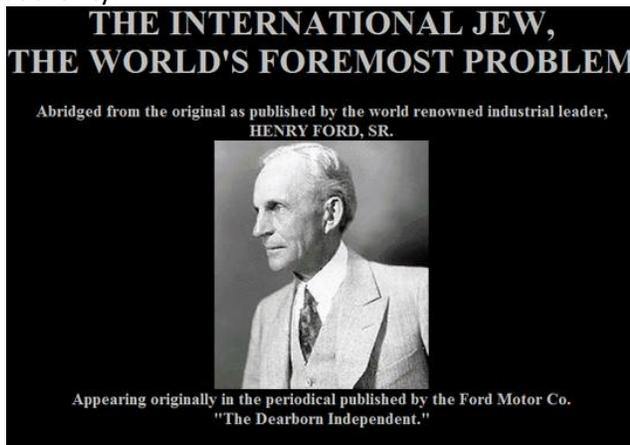
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the Jewish people and certainly against the Allied war effort in World War II," Diamond said. "While these people may have the best intentions in mind, they need to look more deeply into this matter."

An episode on Ford in PBS' The American Experience history series, as described on the PBS.org website, recounts his anti-Semitism:

"In 1918, Henry Ford purchased his hometown newspaper, The Dearborn Independent. A year and a half later, he began publishing a series of articles that claimed a vast Jewish conspiracy was infecting America. The series ran in the following 91 issues. Ford bound the articles into four volumes titled "The International Jew," and distributed half a million copies to his vast network of dealerships and subscribers. The rhetoric was not unusual for its content, as much as its scope. As one of the most famous men in America, Henry Ford legitimized ideas that otherwise may have been given little authority."



The designation to change the Caloosahatchee Bridge to the Henry Ford Bridge happened routinely enough. Apparently the Legislature makes annual designations of various streets, highways, bridges and other transportation facilities for honorary or memorial purposes. The summary analysis of this year's bill makes designations in 18 counties, including 17 alone in Miami-Dade.

State Rep. Matt Caldwell, R-Lehigh Acres, suggested the bridge name change after a constituent, Chuck Klump of North Fort Myers, suggested it to him. Caldwell said he had reached out to Fort Myers Mayor Randy Henderson and Rep. Heather Fitzenhagen, R-Fort Myers, and both were on board with the renaming.

Klump said Friday that he believes it's a great way to give the area publicity, help tourism, and help eliminate any confusion about the names of the

various bridges crossing the Caloosahatchee River.

Klump said he was aware that Ford was anti-Semitic. "But he was also pro-worker. He paid his employees \$5 per day," he said. "He was the one who gave the American people and the world the automobile," and revolutionized manufacturing, he said. "People have their biases and prejudices. Everybody has pros and cons in this world. You just hope to God that the pros outweigh the cons."

Caldwell said he was also aware that Ford was anti-Semitic. "I would say that the fact is, Henry Ford was one of the major industrial creators of modern America," Caldwell said. "Thomas Edison was no saint himself," but his great accomplishments are what we recognize, Caldwell said. Ford's accomplishment is ushering in the era of the modern auto, he said. "That is what we are recognizing."

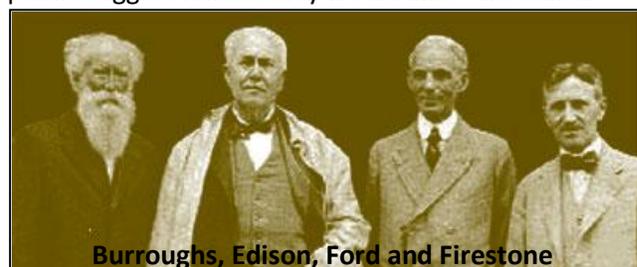
Chris Pendleton, CEO of the Edison & Ford Winter Estates, said she knew that the state's renaming of the bridge was in the works. "We love the idea that the community is proud of Edison and Ford and we want the word to be out that Edison and Ford picked this community as their winter homes," she said.

Asked about any controversy over Ford's anti-Semitism, Pendleton said: "He had a home in this community and he was part of the community for a number of years. His home is still here. I think that's what the driving force is behind the state's decision, commemorating someone who was a part of the community."

Commissioners Pendergrass and Brian Hamman said they were unaware of Ford's connection with anti-Semitism.

Julie Gray, who voted "no" in The News-Press poll on the name change, was very aware. "An Anti-Semite who helped so many bad bad issues is to be "honored"..... and we should spend effort and \$\$\$ on this???? For shame on all of us if we don't stop this."

Diamond has his own suggestion. "Wouldn't it be nice if they opened it to the public and let the public suggest names they would like?" he asked.



YOUR 2015 DUES ARE DUE!!!



NVRG 2015 dues are payable by December 31st

Still only \$15 per year for members receiving the *Valve Clatter* via email
\$35 per year if you chose to receive a printed copy of the *Valve Clatter*

It's easy to pay:

- ✚ Send a check made out to "NVRG" to David Gunnarson, Membership Chair, 10707 Ellie's Court, Fairfax Station, VA 22039 or...
- ✚ Pay him at Hershey or...
- ✚ Hand him your check/money at our Holiday Gala.
- ✚ **Reminder – late renewal:** if renewing after December 31st please add \$5 for late renewal.

Let Dave know if you need to update your membership roster information, i.e. address, email, phone, cell, etc. Also changes in the cars you own. Remember – you must also be current on your National membership dues.

2015 NVRG CALENDARS



2015 NVRG Calendars have been printed. This is our 9th consecutive calendar and once again we present 12 completely new calendar cars of NVRG members. Great for Christmas gifts or for your own man cave. These calendars will be available for pick-up at Hershey or at our regular monthly meetings. Contact Cliff Green, Ken Burns, Dave Gunnarson, Bill Selley, Dave Westrate or Eric Sumner at Hershey and grab a couple for yourself or a bundle for your swap meet space. Reserve a calendar today by email, mail or phone from Mark Luposello:

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

If paying by check make the check payable to "NVRG."
The calendars still cost only \$15 (you pick up) or \$20 (Express Mail).

Count the Woodies!



Can you count all Woodies in this picture? The '40 Standard with the bent front bumper is very obvious but there are many more sprinkled about in this Boston parking lot shortly before WWII. The picture was taken by famed Boston Herald-Traveler photographer Leslie Jones. A [companion photo](#) of the same lot can be found in the Boston Public Library digit archives.

Prez continued from page 2

musket ball from the Civil War. It also afforded a photo-op for our cars in front of the plantation house (photo on page 2). That was followed by a very enjoyable lunch at the old Griffin Tavern in Rappahannock County at Flint Hill.

On September 27 we had our first "Flash Tour," an idea the Board of Directors has tossed around recently. An e-mail note to all those on the NVRG Listserv from **Hank Dubois** requested those who could to show up to support the residents of the Sunrise Assisted Living Facility in Fairfax with a small car show. **Dick Javins** of the Model-T Club organized it, and Dick is the one who puts on the Model-T "Take Apart Demo" each year for our Fairfax show. It was good to support him and we turned out six or seven Club cars for him. The weather was perfect!

An update on the upcoming four-day Fall Tour... Participation is less that we'd hoped for. This is our first time to hold a four-day tour, and it could be that's just a bit too long, especially with our other activities and Hershey falling in close proximity. The tour is still scheduled and is still four days, but the days have changed from a Friday thru Monday to a Thursday thru Sunday (Oct 23-26). See the flier in this issue. If any of you who have not signed up would still like to go (maybe the change of dates help), give Don Lombard a call or send him an e-mail note.

IMPORTANT, PLEASE READ! The Valve Clatter has been available in color and in digital form, via e-mail, for several years now. Thus far we have continued to send paper copies via the U.S. Post Office to those who preferred them that way. However, our annual membership dues of only \$15 do not come close to covering the costs of printing, preparing, and mailing paper copies, and other members' dues have been subsidizing the cost of paper copies. Due to this cost, plus the time required for our volunteers to do the printing, stapling, folding, and mailing, beginning with the 2015 membership year, we have decided to eliminate regular distribution the VC by paper. For those regular members who choose to continue to receive their copies in paper, there will be an increase of \$20 annually (to \$35) to cover the cost associated with copying and mailing. If you provide David Gunnarson (gunnarson@verison.net), our membership chairman, with your e-mail address, your annual renewal will remain at \$15. (And by the way, the

digital copies have MUCH clearer photos and are in color!) Please see additional information about this elsewhere in this issue.

I'd like to close with a hardy thanks to your Board members who put in the time and effort to put together our tours. It's a lot more work than many of you may realize, including a lot of phone call coordination and actually visiting locations and establishments and driving the routes prior to the events. These things don't just happen by themselves. **Hank Dubois, Art Zimmerli, Don Lombard, and Bill Simons** have all contributed greatly on recent tours. Thank you all so much!

Jim

Jim "High Sheriff" McDaniel

WELCOME TO THE CLUB

Nasser Almasary

Chantilly, VA
1938 Lincoln LeBaron K convertible coupe
New Member
nalmasary@yahoo.com

Howard Wiles

Oakton, VA
1932 Three Window Coupe
ylz1@verizon.net
New Member

Patrick O'Neill

Burke, VA
1937 Pick-up aka "Mildred"
patrickloneill@verizon.net
Returning Member



Mildred as featured in our 2006 NVRG calendar.

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



+ 1 403 922 3370 10/14

For Sale – 1933 Ute currently located in Canada. Restored in New South Wales by Rod James. **Eldon Guay**, Calgary, Alberta, Canada,

there will be shipping. **Mel Herwald**. 540-925-2222. mherwald@mgwnet.com, McDowell, VA, 9/14



For Sale – Bumper type tow bar, \$50. 1/2" drive air impact wrench, \$10. 3/8" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 9/14



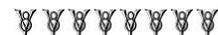
For Sale – 1948 Ford Deluxe Coupe. Multiple AACA/EFV-8 National awards. Needs nothing. Many original accessories. Older off-frame restoration still in excellent shape. Runs and presents well. Veteran of AACA Museum. Great car in every respect. Looking for good home. Asking \$27,500 or close. **Jason Javaras** 540-786-5819 or JJsFords@verizon.net (VA) 9/14

For Sale – For 1940 FORD - Pr. Original skirts, VG - \$500; '40 Dealer's Album, Excellent - \$550; New heavy duty California Car Cover for '40 coupe - \$75; Pr. Running Board Covers, Never used - \$50; STD Gauge Cluster, Like new - \$225; Pair of trumpet horns for '40 - \$100; Over 50 pkgs/boxes of small parts for '40 - \$150 for all. **Jason Javaras**. JJsFords@verizon.net, 540-786-5819 10/14



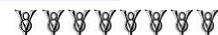
For Sale – 1949 Ford F1 stakebed. Many accessories. Off-frame restored. 226 c.i. six/3 speed floor shift. No rust original with 40k original miles. Pheasant red w/new oak bed. Beautiful – Many accessories. Needs nothing. Asking \$25K. **Jason Javaras** JJsFords@verizon.net or 540-786-5819 (VA) 9/14

For Sale – From the Jerry Hill Estate – '40 Mercury engine – rebuilt with all NOS Ford parts from fan to flywheel; 80lb Melling oil pump; Johnson adjustable lifters; large crankpins; new clutch and pressure plate – \$4,600. Restored KRW Engine Stand – \$3,500. **Nick Arrington** nta1153@verizon.net or 703-966-8422 8/14



For Sale – 1951 Ford Victoria, major restoration needed. Complete rolling car but no motor. Best offer. **Bill Watson**, 7120 Yatesford Road, Fairfax, VA, 22111, 703-475-1992 9/14

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. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net 5/14



For Sale – V8-60 parts – **NOS** unless specified otherwise. 21 rods, appear NOS, \$15ea. 2 Ford boxes of 16 lifters ea. 52-6500-A2, \$125 ea. 4 NOS rods in Ford box, \$25 ea. 3 Ford boxes of 4 split valve guide pairs ea, 52-6510, \$40 ea. 16 valve springs, appear NOS, \$3 ea. 43 split valve guide pairs, not matched, appear NOS, \$6 ea. 16 valves, \$8 ea. Oil pan, used, needs some repair but usable, \$30. 2 heads still in original box, \$120 ea. Will listen to offers for the whole package. Will deliver to Hershey otherwise

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

Automart continued on next page

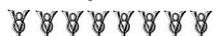
Automart continued from previous page
600 x 16 Cokers. All exterior trim, chrome and bumpers, running board covers, replaced with Drake repros. Dash is refinished as original. \$20K OBO. **Bill Tindall** 804-818-3595 (H) or cell 804-972-9570 or earlyfordguy@yahoo.com 12/13



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. Act now, they're going fast. 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

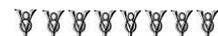


Wanted – A '46-48 complete rear end. At Gettysburg

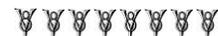
I bought a Columbia rear end which was just the Columbia portion. I want to build it into a complete rear end so I can put it into my '46 convertible by merely substituting them. That would minimize the downtime. Any suggestions? I could come and pick up. **Mel Herwald**, mherwald@mgwnet.com or 540-309-7721. 9/14



Wanted – 37 Deluxe horn button with light switch rod. 37 front brake cables (original used, any condition). 39-48 rear (1 1/8" diam.) brake wheel cylinders (complete, used). **John Ryan** john@ryanweb.com 703-281-9686, 301-469-7328 8/14



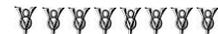
Wanted – 1935 or 1936 Ford roadster. Paul Malandrino, jpmalandrino@yahoo.com, 703-323-6060. Fairfax, VA. 8/14



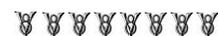
Wanted – Discarded pancake style (59AB type) distributors just for the 11A weights. I have orders to fill – plenty of NOS shafts, but no more weights. **Cliff Green** 703-426-2662 or cliffgreen@cox.net



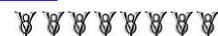
Wanted – Bracket for trumpet horns used on '46-'47 Fords. **Jason Javaras**. JJsFords@verizon.net, 540-786-5819 8/14



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 7/14



Wanted – '35 Ford horn. 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 Calendar



<u>October</u>	
5	57th Annual Antique Auto Muster at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8:00 AM sharp – contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net if you plan on caravanning with us. We don't want to leave you behind!
7-11	What Else but Hershey? – Join the usual suspects for Breakfast and/or Happy Hour at the Flathead Bar & Grill. Also join the NVRG gang for dinner at the Penn Hotel & Sports Bar on Wednesday and Duke's on Friday. Contact Cliff Green cliffgreen@cox.net ASAP to sign up for the various activities.
10	Hershey Wives' Luncheon – Join us for the fabulous luncheon buffet or order off the menu at Brion's Grille – we'll meet there at noon – contact Helen Burns for reservations at helenandken@verizon.net or after October 6 th by phone only at 703-978-5939.
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: 2014 Hershey Review – Jim McDaniel and the usual suspects. Refreshments: Steve Groves
22	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.
23-27	Annual NVRG Fall Memorial Tour – This year we'll be heading South to the Natural Bridge and environs. There's still time to Contact Don Lombard for details.
<u>November</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ford Trucks and Commercial Vehicles – Dave Gunnarson. Refreshments: Jim LaBaugh
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.
25	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>December</u>	
7	Annual NVRG Holiday Gala at the Country Club of Fairfax. More details in next month's Valve Clatter. Please note that our Gala will be held on Sunday this year.
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.
22	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



✚ June 8-11 - [2015 Eastern National Meet](#) – Concord, North Carolina



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

October Program: Hershey in Review

Mark your calendar! The October Meeting is on Tuesday, October 14th 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