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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XXXVI, No. 11

November 2014

Ken Burns - Editor

HERSHEY 2014!

The NVRG Campsite – Our Own Little City

By Cliff Green



NVRG-ville should have its own zip code: 19322-1953



The Evening Fellowship Hour



Chef Dave preparing omlets cooked-to-order



The Happy Campers

The NVRG has camped out at Hershey since time began. The original premise was “Better to save on motel cost so we can spend it on car parts.” Now, it is just tradition and fun. There is another contingent that spends \$140 a night at the motel so they can be civilized and take a shower and watch TV, etc., but miss out on socializing at Happy Hour, showing off the day’s treasures, and usually telling the truth about all the wonders they saw on the swap meet fields. And they miss out on the delicious breakfasts cooked by Chef Dave Gunnarson. Also, the bonding that takes place after sleeping outside in 38 degree weather!!!

Our original site, by the pond that we had used for ten years, was filled with the remains of a baseball backstop (the old Longmead Farm house has been demolished also). So, we moved up the hill from that site to a nice large flat spot by the barn. And, since HERCO has opened up a new entrance by the intersection, it makes it even more assessable to the flea market grounds – about 8 minutes!!

We had enough tents this year to require a new zip code – 19322-1953! Our city comprised of quarters for Westrate/Sumner; Green/Selley; Gunnarson/Burns; plus McDaniel and Tindall. Happy Hour visitors

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Up Front with the President



November 2014

What a delightful month October has been. The temperatures have cooled and the fall colors have returned in all their radiant glory. Several of us had the opportunity to experience both with our four-day Fall Memorial Tour. As I mentioned in last month's message, participation was less than we'd hoped for, but six club couples and one guest couple went on the tour. We'll look at the reason for the low participation and make adjustments for next year.

For those who did go on the tour this year, it turned out to be a wonderful experience. I believe I can speak for all in saying it was a great tour with cool, brisk temperatures, sunny skies, fun hilly country roads to travel, interesting and educational sites to see, beautiful colors in the mountains, good food to enjoy, and friendships to treasure. Those who went were **Ken and Helen Burns; Don and Tina Lombard; Keith and Susan Randall; Bill and Liz Simons; Leo and Kathy Cummings; Char and me;** and my cousin **Clint Johnson** and his wife **Barb** from the mountains of West Jefferson, North Carolina. The photos above are from our visit with **Von and Pat Hardesty** at their garage in Middlebrook, VA, and Char and me with my cousin and his wife during our visit to the National D-day Memorial in Bedford, VA. Many thanks to **Bill Simons** and **Don Lombard** for the time and effort they put into creating this tour. This month's Valve Clatter is quite full already with Club activities from earlier in the month, so we'll cover the Fall Memorial Tour in next month's VC.

Earlier in the month, the two big Club events were the NVRG's support of the annual open house and car show at the Armed Forces Retirement Home (AFRH) in Washington, DC, and the year's "biggest biggie," what else but the 2014 Antique Automobile Club of America's (AACA) Eastern Regional Fall Meet – better known as HERSHEY!

For the AFRH visit, we caravanned from the Pan Am Shopping Center near I-66 and Nutley Street, through Georgetown and DC traffic, to the retirement home in northwest DC. We also joined with several Model-A's from their club and travelled together to the home. Amazingly enough, we "mostly" kept the cars together through the city.

Hershey was well attended by many (maybe even most) club members. As we do each year, some stay in area hotels, some come up for only one day, and some of us hardier types camp out in tents. I joined the camp-out crowd. It was a lot of fun and I MUST thank **Dave Gunnarson** for fixing a wonderful breakfast for all us campers for two days running. Well done, Dave! I wound up finding more things to spend money on than I'd planned. Little surprise there, actually. Both the AFRH show and Hershey are covered well in this issue.

I am pleased to announce that our 2015 Board of Directors is established. All current Directors whose term expires this year have volunteered to serve again, and my BOD Nominating Committee received no new nominations from the membership. Thus, while some of the duties will change among Directors, all current Directors will again serve for the 2015 membership year. One of the reasons this Club is so successful is because of the leadership shown by so many. The support I receive from the Directors is absolutely first rate, and their technical abilities and willingness to volunteer make my job easy. A big THANKS to all of your Directors.

Jim

Jim "High Sheriff" McDaniel

Hershey continued from front page

included Bill Potter, John Ryan and Art Zimmerli. There is interest from others to join our happy group next year! Why don't you consider the fun? Cost per camper was \$26.25, including car parking and only another \$10 per head for the delicious hot breakfasts prepared by Chef Dave – omelets cooked-to-order, hash browns and bacon one day and French Toast and sausage the next plus plenty of juice and fresh brewed hot coffee!!!



Back in 2007 our old campsite among the trees down by the pond came complete with a yard ornament.



The campsite in 2014. The old backstop and other detritus from the ballfield was bulldozed into our cherished old site – it's now covered with downed trees and brush.

Hershey 2014

By Mel Herwald



Ken Burns stops to talk with Mel and Barbara Herwald. Check out the perfectly clear blue skies – a big change from last year!

For years I went to Carlisle. At one time spaces were selling for as much as 10K. Back then spaces were full and there was a minimum of people just parking. There were no cheap import tools and very few spaces that were not car related.

Sometime in the mid 90's I started noticing more spaces used just for parking. I also started noticing more work clothes, sun glasses, cell phone holders and cheap Chinese tools. The North field seemed to have mostly the same rusty sheet metal over and over again. The last Carlisle I attended was about 2000. While in the North field and looking at the same rusty junk it suddenly hit me that I no longer wanted to be there.

I was with my son. I told him I was never coming back and I never did. I then started coming to Hershey. So why am I telling you this?

Well I noticed more empty spaces then before. I noticed more booths that were not exactly car related.

It brought back my memories of the Carlisle decline.

I sure hope I'm wrong. I still intend to keep going.

A Night at the Auction

By Mr. Torque

Going for the first time! Going for the second time! Going for the third and last time; Sold!!

That is how it all ended at the RM Auction at the Hershey Lodge on October 10, 2014. I had sold my beautiful 1934 Ford Roadster and the result was a happy new owner and a very happy seller.



Bill's '34 Roadster as it appeared in the RM Auction catalog.

It all began about a year before when I made the difficult decision to sell the Roadster. But first, a little history. I bought the car as a very rough shell from Allen Ponton in 1989 and turned it over to Old Car John Krapinski for extensive body work and paint. The result when John was done was a beautiful Dearborn Blue Roadster with Tacoma Cream stripes and wheels. It won its first Dearborn award in 1993

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and the AACA First Junior award at Hershey that same year. Over the next 20 years I put about 7,000 miles on the car with trips to Auburn Indiana, Reading Pennsylvania, and numerous trips to local shows in the DC area. As the years passed I found I was driving it less and less. My good wife said the seat was uncomfortable, (she was right), as an open car, it was too noisy, (she was right again) and as the car was so beautiful to look at, I became fearful that something might happen to it on the road. These thoughts came right after a speeding motorcyclist hit the rear fender on my 1934 Tudor! With two cars that I could drive anywhere, it was time to sell the Roadster.

Last March I had the pleasure of attending the Amelia Island Concourse D'Elagance where Dave Blum introduced me to the people at RM Auctions. I showed them a few pictures and described to car as a "frame off" restoration and they agreed to accept the car in the 2014 Hershey auction. A professional photographer came to the house and took lots of pictures for both the "on line" and printed catalogue and then I just had to wait until October. As the time grew near I decided to put a reserve on the car so it wouldn't go for a low price, which was suggested by RM and I planned to drive the car to Hershey the Tuesday before the Friday night auction. The weather report for Tuesday was for rain so I moved the date back to Sunday. I also got cold feet about the drive so I borrowed Bill Potter's trailer and towed it up to the Hershey Lodge early Sunday morning. This worked out well as RM indicated that a potential buyer was flying in on Tuesday just to preview my car!

When the big night came I was well supported in the room by Don Lombard, Keith Randall, Hank Dubois, Joe Freund and my consultant, the auction veteran, David Blum. It was exciting to see the Roadster for the last time, driven up on the stage, and a bit sad to see to see it roll off as the property of someone else, but I am very pleased with the result with no regrets. As Keith Randall said, we never really own these cars, we are just the caretakers before they are passed on to others.

Didn't Find the Treasure but It Was Still a Great Day *By Gay Harrington*

I went to Hershey this year hoping to find an original 1949 pick up truck cowl vent with the full screen in tact. It may have been too ambitious a

mission for a single day. The cowl screens are fragile and hard to find in good condition. Cowl vent seals and cowl vent tops are frequently listed on eBay—but not always fitting a '49 Ford truck. I wanted the whole kit and caboodle and, well, it's just not an everyday item. I didn't find it, but I had a good time anyway. If you like old cars or even flea markets, you have to work hard not to enjoy a clear, sunny Fall day at the October Hershey Car Show. There are always interesting oddities mixed in with rusty car parts.



Gay's favorite oddity – the Pep Boys fiberglass statue of Manny, Moe and Jack.

I found an original 1966 publication introducing the 1967 Chevy Camaro with lots of color photos and details about each style. The '67 Camaro is my nephew's new favorite muscle car. Last year his favorite was the '69 Ford Mach I Mustang, and somewhere in between he was longing for a '70 Plymouth Barracuda. Vintage literature isn't exactly a muscle car, but it's an inexpensive way to keep the dream alive. I put 7.8 miles on my shoes (and pedometer) enjoying this year's Hershey swap meet and car corral.



This '41 Deluxe Woodie was in the Car Corral – only 3,334 Deluxe Woodies were built compared to 9,300 Super Deluxe models.

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Hershey Thoughts – 2014

By John Sweet

I have been going to Hershey since 1979. My wife, Shelley, has only been going since 2011 - but she loves it and has quickly become a devotee. She has mentioned to me before that she simply cannot understand why more wives don't come out and enjoy the festivities. I, of course, have pointed out that many of the wives came during one of the torrential monsoons that seem to hit Hershey every few years and decide never to come back. She wonders if this was not done on purpose somehow, and all I can do is shrug my shoulders. The big fundamental difference at this point in our lives is that I come mostly to look around and see old friends and make new ones. She on the other hand enjoys the chase of finding new and interesting things to buy. It's fun to watch.

This year we arrived Tuesday afternoon after an uneventful drive. We walked around the Chocolate field and greeted old friends and caught up on the latest Lincoln news. Shelley visited some of her regular vendors and scouted out the things she wanted to try to snag this year. We called it quits earlier, met some friends at Fudrucker's and called it a night.



John and Shelley on the prowl.

For me, Wednesday morning was spent at the Lincoln-Zephyr Owners Club tent to do a pre-set up while Shell spent some time traipsing the rows. We took a look around and then I let her go off on her own to look at tin toys while I went to help Colin

Spong and John Milburn sell Chad's Coombs' literature collection. Lots of fun was had and at the end of the day Shell dragged me over to see some really neat tin toys. As you know, toys can be expensive, and while these were not cheap, they were exactly what she wanted and in "like-new" condition. Shell was pleased as punch. Wednesday evening was spent with family at a restaurant in Middletown called Albert's Victorian, out of the Hershey hustle and bustle, the evening was fun and the food delicious.

Thursday morning was spent at the LZOC Welcome tent. It was a very successful year and we were all very pleased with the reactions of the both club members and non-club members alike. If you haven't visited us before, please make it a priority next year, as we would love to see you. Next year of course, we'll be moving the LZOC Welcome tent from the Red Field to the Chocolate Field in Chad Coombs' old spaces. The afternoon was spent selling literature and enjoying the day, while Shelley looked at more toys. She really has a great eye for the quality stuff. She says that what she bought is an investment, and I really do believe her! Thursday night dinner was at Dukes with the club. It was a bustling place and I was amazed that we were all seated and pretty much served together. Fun was had by all, I think.



Just part of the crowd at Duke's on Thursday night. John Milburn and Colin Spong are in the foreground.

Friday morning was spent with fellow NVRG member and alternate father-in-law Jim McCune. (Check out his beautiful 1940 Lincoln Continental Coupe in our 2015 calendar. Ed.) We checked out the car corral while Shelly checked out more toys. Other than that original '36 Ford, a couple of HV12 Lincoln's and a '64 Ford Galaxie Convertible, we really didn't see too much that we had to have. I suppose that is good thing when you have limited garage space.

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I met up with Shell about 3:00 pm, just as the rain started to fall. We spent a bit more time looking around, then headed over to the "What If" restaurant for a dinner with our LZOC friends and to attend the National Board of Directors meeting. After a long day, we headed back to our lodging with high hopes. Saturday dawned wet and rainy and while we ended back on the field, for a bit of time, we didn't tarry long. We drove over to C4F to check in with Colin and John, but the rain had canceled their opening. Given the fact that we had a laundry list of things to do back at home, we took off early and were back in Herndon by 3:30. While I didn't buy much, Shell had a very successful Hershey. Of course for myself, I just enjoy taking the time off, walking around the rows, seeing the sights and sounds of Hershey knowing that work has been left behind. Some people go to the beach to relax, others to the mountains, but as for me, I'll take Hershey week every time!

Returning to an Old NVRG Haunt – The Penn Hotel

By Editor

Cliff told you about the new NVRG campsite in the lead article about Hershey 2014. Here's a quick piece about returning to a place that NVRG members ate at for years and years, outlasting several changes of ownership.



Part of the NVRG contingent at the Penn Hotel and Sports Bar in 2007.

The NVRG was such a large and loyal customer at the Penn Hotel and Sports Bar during car show week that Ron and Faye, the previous owners, stored our table decorations (*see picture above*) for us each year awaiting our return. Unfortunately, when Ron and Faye sold the bar the new owners cleaned house and our table decorations unceremoniously disappeared. In addition, the new owners initially didn't seem interested in setting aside a table for a group of about 20 folks. Consequently, we didn't eat at the Penn Hotel for several years after the change of owners and then the major damage inflicted during the flood of 2011. With the old Penn Hotel and Sports Bar reopened as the Penn Hotel Sports and Raw Bar we decided to give it another try. We returned to this old and familiar haunt on Wednesday night. Some things have changed (newly refurbished rest rooms and there's a lot more flat screen TVs) and some things remained the same (the shuffleboard table is still in its usual spot). The food was plentiful and the prices were reasonable. We might just reinstate our old tradition next year.



Most of the faces are the same except a little more mature. The shuffleboard table is back in its customary position.

Hot Air vs. Hot Water

By Dave Westrate

1939 Fords had a variety of heating schemes. Most were dealer installed or other after market systems that were either hot air or hot water. Hot water seems to have been more prevalent as they were less complicated. I was forced to address this issue in my current '39 Deluxe Woodie restoration project because I am getting the cowl set up and the hole configuration is significantly different depending on which system is used. My Deluxe had a hot air system when I bought it and while I did not have

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most of the parts I wanted to keep the hot air heater as it would make the car more unusual and interesting when finished. I thought it best to get the parts if I could so I would be assured of finishing the car if I went hot air.

The solution was a combination of a great car club and Hershey. I put out my issue and as usual several people gave me advice, sources for original drawings, and parts lists. While at Hershey several people spotted parts for us to check out and called. Between what I had from the car and parts from three different vendors at Hershey we were able to assemble the correct hot air system. The hot air exchanger for the exhaust system, the inside control head and a correct motor were the hard parts. I thank everyone who helped and Hershey is the best, isn't it?



Dave picked up all these '39 hot air heater parts at Hershey.

Hershey Retrospective

By Editor

We held our annual Hershey review at our October monthly meeting and, as usual, folks shared their photos and experiences with the assembled crowd. Folks who were unable to attend Hershey this year got chance to see what they'd missed. It's always interesting to note what catches a club member's attention since some of our members own a wide

variety of cars.

In addition, Colin Spong brought along numerous pictures of the 1938 right-hand drive Lincoln Zephyr Convertible that he's restoring. Because license plates are assigned to a vehicle in perpetuity in the UK, Colin was able to track down a number of archived shots of his car "back in the day."



This is one of the earliest known shots of Colin's '38 LZ Convertible.

At one point in the past the Zephyr was raced on the track. Fortunately, it survived relatively unscathed.



Colin bought the car from the wife of a man who had started to restore the car. According to Colin, this gent took everything apart, going so far as to disassemble the balanced fan assembly by drilling out the rivets attaching the fan blades to the hub!



Here's the Zephyr being trailered home by Colin. Although the body looks fine in the photo, the paint had deteriorated over the years.

Colin has previously shared his progress with us in a couple of Restoration Roundup articles, the most recent showing the car in primer at the body

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Here's the Zephyr today newly back from the body shop.

OUT & ABOUT

56th Annual Antique Auto Assembly

By Gay Harrington

The Armed Forces Retirement Home held its 56th annual car show on October 5th this year. (*This would have been the 57th had it not been for last year's government shut down. Ed.*) Members of the NVRG and the Model A Club joined forces, met in Fairfax, VA, and drove together to the event. The main group consisting of Jim McDaniel ('51 Cruiser); Ken Burns and passenger Colin Spong ('41 Woodie); Keith Randall and passenger John Milburn ('38 Fordor); Wayne & Jane Chadderton, their son Bryan & his fiancée Cheryl Cervenak ('53 Sunliner); Frankie Martin ('51 Custom Tudor); Benny & Sharon Leonard ('30 Model A Tudor); Clem Clement ('30 Model A Cabriolet); Jim Gray ('30 Model A Coupe) and Leo & Kathy Cummings ('50 Mercury Monterey) traveled in to DC along Route 50. Gay Harrington ('49 Budster Pick-up) join the procession at the Marine Corps Memorial in Arlington.



Along the way there were honking horns and plenty of curious, waving well-wishers. Children smiled and pointed from their park ball field. People lifted their cell phones to take photos and videos as we passed by. Folks running and walking along trails

in Rock Creek Park turned to take in the sight of so many of Henry Ford's early designs moving like one big colorful snake curling around the curved roadway. It was a glorious Fall day to be riding in together in our old Fords.



The day was grand! Blue skies with white clouds and just-right weather for walking around the area surrounding the historic Armed Forces Retirement Home, formerly known as the United States Soldiers' Home (USSH). The home, established by Congress in 1851 is set on over 500 designated acres of land. Enlisted soldiers who retire from service in our country's armed forces can apply for retirement housing here. With majestic polished stone buildings named after officers like Sherman and Sheridan, one gets the feeling that the spirit of these officers lives on to watch over and care for the troops!

More than a hundred cars were registered and lined up along both sides of the avenue for everyone to see and enjoy. Clem's clucking hens startled more than one passer-by, but once they realized the birds weren't real, smiles and laughs were shared, and lots of photos of the Model A "farm vehicle" display were taken!



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Several little guys were heard to say that they liked or wanted "this one," while pointing to Jim's '51 police car. Lots more photos for their scrap-books.

In addition to viewing a wide variety of antique autos displayed, the day's events included free refreshments for vintage car owners, tours of buildings, a Model T assembly demonstration, and Octoberfest festivities for all to enjoy. The mood was set by a D.J. playing tunes from the 50's and 60's as we arrived and registered. Later we were carried even further back in time as a brass band in the gazebo played tunes by Gershwin and others. Automobile judging categories spanned the decades, representing many varieties, styles, and manufacturers. The Acting Director's Trophy went to a slick 1957 Oldsmobile 98 Sedan while other award winners included a Harley Trike, a German military vehicle, a phantom 1930 Ford 3 window coupe street rod and other assorted cars.



At the awards ceremony our NVRG was thanked and given a trophy for once again assisting in the support of this annual event with our club donation, which paid for the day's refreshments.



I was fortunate enough to finally meet Colin Spong, our handsomer-than-Henry Ford-look-alike

club member, who along with car enthusiast John Milburn was visiting from his home base of Essex, England. Colin and John said they plan to stay in the U.S. for three weeks and visit four auto shows in total, to include this event and Hershey.



Gay added a "Thank You" veterans banner to the Budster just in time for the ARFH show.

The 56th Annual Antique Auto Assembly at the Armed Forces Retirement Home was a good way to kick off the Fall season. We enjoyed spending time with veterans, their families and staff, and all kinds of folks who appreciate antique cars.

AFRH Report

By Clem Clement who drove his Model A

Again this year we joined with the EV-8 Club for a caravan to the Armed Forces Retirement Home. We gathered at the Pan Am shopping center and rolled together for town. We have figured out a swell route that takes us thru Georgetown and across P Street to the Rock Creek Parkway. Golly, the P Street brownstones are neat. One lady rushed over to see if we were a parade. At the AFRH our parking area was in a different place than previously. It turns out the old Sheridan Building has been torn down and a stunning new facility built in its place.



The stunning Hall of Heroes in the new Commons and Health Care Center.

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Security prevented us from parking on the quad so we were lined on both sides of a side road in front of some vintage living quarters. We experienced great weather for the event. Ken Burns, Jim Gray and I were to be the judging team for the muster. Ken brought two UKers (*Colin and John. Ed.*) along who were most helpful and lots of fun looking at the cars. We could even understand some of their English...

We judged all the cars and selected winners for all the categories other than the Acting Director's choice. We nominated 3 cars for her to choose from. Each of three of us presented a car to the AD, thus someone's sweet voice would not have swayed the decision. All were delighted with her choice.

There was no parade after the award ceremony as the Health Care Center is in the new Commons building. The old hospital is empty and up for rent. The residents now use the two buildings only. Jim Gray and I toured the main floor of the new building. It is super nice, big chow hall and wonderful community center. We hope to present a modular train layout there sometime in the future.

In the afternoon they hold an Oktoberfest on the ground for the "Friends of the Home." Nice event.



The Oktoberfest drew lots of neighbors and families.

The NVRG at Rockville

By John Sweet, your roving reporter

Long a staple of the Washington Metropolitan area car show scene, the annual City of Rockville Car Show is, for many, the last big show of the season. Held on the grounds of the 153-acre Rockville Civic Center Park, in a large, open natural amphitheater, the venue allows for a grand event. First started in 1962, Rockville has always been a club focused show, with cars being lined up not by year or model classes, but by club affiliation. This makes for a neat line up of cars and allows participants with newer cars to see the older ones and vice versa.



Although not on the NVRGs list of events due to the occasional interference with our fall tour dates, all NVRG Early Ford V-8s are welcomed under the sponsorship of the National Capitol Region, while NVRG members with Lincolns and Mercurys are welcomed under the banner of the Lincoln and Mercury Friends Group.

This year's meet was held the week after Hershey on Saturday, October 17th. The day was spectacular with cool temperatures, lots of sun, colorful leaves and lots and lots of cars. By the city's count, the show hosted more than 550 cars, live music, food, and a nice little flea market area. Several NVRG members showed up to take part in the fun. On hand was Bill Potter, his mom, Ginny and other members of his family. Colin Spong and John Milburn came out to sell more literature on behalf of Chad Coombs' estate and were assisted by John Sweet.



Colin (standing) and John sold more literature from Chad Coombs' vast collection at Rockville.

Rick Parker, who lives in Rockville, managed to bring three of his cars over. His big '36 "K" Lincoln convertible sedan, a '66 Lincoln 4 – door convertible and his newest toy, an Alfa Romeo, were all on the

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Of course the big news for this year's Rockville meet was the formal show debut of Keith Randall's 1916 Model T Touring. A gorgeous restoration, Keith was justifiably proud of the admiring looks (and nervous of those finger prints on his fresh paint!) With a brightly shined brass radiator, that trade mark black paint and fine a leatherette top and interior, Keith's Model T was one of the spiffiest ones on the field. Congratulation Keith – first for a well done restoration, and secondly for bringing your "T" to such a great event like Rockville for its debut showing.



Keith and his recently restored 1915 Model T had lots of admirers.

So as you can see, for a car show that is not necessarily on the NVRG's radar, Rockville featured a nice presence of Northern Virginia Regional Group members. Coupled with great weather and wonderful cars, the day was about as perfect as you could get and a great way to spend a Saturday. See you there next year?

E-MAIL BAG

Dear Woodie Buddies

By Dave Westrate

Barbara and I were driving south on U.S.41 just North of Fort Myers, Florida, and saw a big facility that sells only classic cars. They have about 60 cars in there including these two Woodies. For the '41 they wanted \$119,000 and for the '47 they wanted \$139,000. I thanked them and we went on our way.



It's a very nice late '41 Super Deluxe. Woodie prices didn't drop like some other prices during the Great Recession but this still seems high for a '41. Ed.



They're Still Out There

By Art Zimmerli

Yes they really are still out there – a real barn find. This '36 Standard 5 Window Coupe was recently pulled out of an old barn in Plains, VA. It was last driven in 1957.



The car belonged to the proverbial "elderly woman." It now belongs to Cecil Campbell a businessman in Warrenton. I saw Cecil at a farm auction recently and he told me about the car and invited me to call and come to his farm to see it. When Steve and I went to see him we were so captivated by the grounds, the view, the meticulously restored

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Ford tractor, etc., etc., that seeing and learning about the '36 coupe almost became secondary.



Even though the car is the Standard model it has a radio and, at one time, a hot air heater.



Buy One – Sell One

By Mike Mote

For the last 2-3 years I've been looking for a Street Rod. When I traveled in my stock '34 Ford 5 Window Coupe or my 1931 Chrysler Convertible I wasn't always sure I would make it without a breakdown. In September, 2014, I located a 1939 Ford Deluxe Convertible in Durango, CO, that was being sold due to the owner's death.

The pictures and description of the car looked great for the price. I took a chance and purchased it sight unseen because I didn't think it would last long. When the car arrived two weeks later I was pleasantly surprised.

The car was built in Arkansas in 2000 and features:

- ✚ Ford 302 – (All chrome) with fuel injection
- ✚ Transmission – 700R4 Automatic Overdrive
- ✚ Front End – Mustang II IFS
- ✚ Rear End – Corvette single leaf
- ✚ Vintage Air and Heat

To Make room for this car and free up some money I sold my 1931 Chrysler Convertible.



FOR THE LADIES

Halloween Treats

By Editor

I always look forward to our refreshments when Steve Groves has volunteered to bring them because I know that Diane Groves will always prepare something unique and special for us. Just look at the Halloween treats she prepared for our October monthly meeting. Sugar cookies in the shape of severed fingers with finger nails made from red dyed almonds. The food prep gloves had candy corn for finger nails and were filled with pop corn.



WELCOME TO THE CLUB

Karl Berger
Centerville, VA

1941 Super Deluxe Fordor – in the family since new
Karl.berger@live.com

Harry Gibb
Burke, VA
1951 Pickup
gibbhb@msn.com

Jim Gray
Fairfax Station, VA
jrg240z@cox.net

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 our November meeting 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 are now available! This is our 10th consecutive calendar and once again we present 12 completely new calendar cars owned by NVRG members. Great for Christmas gifts or for your own man cave. Calendars will be available for pick-up at our November monthly meeting or Christmas Gala. See Cliff Green at the meeting, Gala or, order a calendar today by email, mail or phone from Cliff:

- ✚ cliffgreen@cox.net
- ✚ 6214 Militia Ct
- ✚ Fairfax Station, VA 22039
- ✚ 703-426-2662

If paying by check make the check payable to "NVRG."
The calendars still cost only \$15 (you pick up) or \$18 (by mail).

You are cordially invited to attend the

ANNUAL NVRG HOLIDAY GALA

Sunday, December 7th

at

The Country Club of Fairfax

Cocktails at 6 pm

Dress - coat & tie

Menu Selections:

Filet Mignon topped with Brandy Peppercorn Sauce, served with Gruyere Scalloped Potatoes

Breast of Chicken topped with Lump Crab Meat, served with Rice Pilaf

Vegetable Napoleon with Marinara Sauce

Vegetable of the Day

Salad of the Manor

Desserts – choice of Crème Brulee or Sherbet

To reserve your place, mail your check and entree and dessert choice to:

Sandra Green

6214 Militia Court

Fairfax Station, VA 22039

\$45 per person for Filet Mignon

\$35 per person for Breast of Chicken topped with Lump Crab or Vegetable Napoleon

Checks are made out to NVRG, and received no later than **December 3rd**

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



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



For Sale – Bumper type tow bar, \$50. ½”drive air impact wrench, \$10. ¾”air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley,** wsb39@cox.net, 703-679-9462 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 – 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 – 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 – 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

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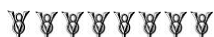
For Sale – 1936 Ford Convertible Sedan (trunk version). 80% restored – needs completion. Call for full details. **Wayne Handy** 840-746-1376 07/13



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 – For 1950 Ford Coupe – a set of good front fenders and/or a trunk lid. **Norm Heathcote**. 305 Gwynnbrook Avenue, Owings Mills, MD, 21117, Phone 410-356-3459, Cell 410-227-2040, email vvomllc@hotmail.com 11/14



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

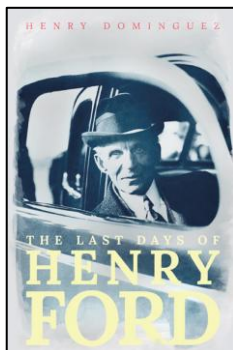


Wanted – 1938 Ford sedan delivery. Nice original; older restoration or project with decent sheet metal. **Bill Potter** 301-466-2610 (C), Thanks. 03/12

FOR YOUR LIBRARY

The Last Days of Henry Ford

Henry Dominguez



Noted Ford authority and author [Henry Dominguez](#) has been writing about Henry Ford and all things Ford for over 30 years. He has just released another thoroughly researched book about Henry Ford. It is now available for order through [Racemaker Press](#).



NVRG Calendar



<u>November</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ford Trucks and Commercial Cars, The First 50 Years: 1903 - 1953 – Dave Gunnarson. Refreshments: Jim LaBaugh
12	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 @ the Oakton Library. 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. See page 14 for full details. <u>Please note that our Gala will be held on Sunday this year.</u>
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
<u>January 2015</u>	
1	HAPPY NEW YEAR!!!
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBD Refreshments: TBD
TBD	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
25	NVRG Board of Directors Meeting – 7:30 pm @ the Oakton Library. All welcome to attend.
25	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

November Program: Ford Trucks & Commercial Vehicles

Mark your calendar! The November Meeting is on Tuesday, November 11th 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