

Northern
Virginia
Regional
Group



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Value Clatter

Early Ford V-8 Club of America



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December 2014

Ken Burns - Editor

FALL TOUR 2014

True Fall Tour Warriors and Stalwarts

By Editor; Photos by Patricia Hardesty and Editor



The Fall Tour Warriors and Stalwarts in front of Von Hardesty's mega man cave in Middlebrook, about a dozen miles south of Staunton, VA.

Attendance was down from previous years but the Fall Tour Warriors and Stalwarts who went on our annual NVRG Memorial Fall Tour had a great time. The weather was perfect, the scenery was awesome, the roads occasionally challenging, the places we visited were unique and interesting, and the camaraderie was beyond compare. True Tour Warriors who departed Fair Oaks Mall on the morning of Thursday, October 23rd included tour co-organizer Bill and Liz Simons ('49 Ford Woodie), Prez Jim and Char McDaniel ('51 Custom Cruiser) and tour co-organizer Don and Tina Lombard ('57 Ford Sunliner) along with Keith and Susan Randall in his M-5 Beemer. The first stop for this hardy group was at Foti's Restaurant in Culpeper, an establishment many of us have eaten in before, for an excellent lunch. As lunch was wrapping up, Ken and Helen Burns joined the tour group after attending to some business back in Fairfax. Folks parked their vintage cars on the street across from the restaurant in front of the Moving Meadows Farms Bakery and as you can imagine the cars drew quite a crowd. The owners of the Farms and Bakery, Wally and Amy Hudson, were particularly smitten with the Simons' Woodie. So was a passer-by who had to stop and take a picture of his grandkid's **Flat**

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Up Front with the President



December 2014

The weather for November has been a quite a bit more unpredictable than what we experienced in October. As I write this, the temperature is in the low 30s and we're having the first snowfall of the year. Just two days ago the temperature was in the 70s, and I had my Cruiser out for a short drive after washing and cleaning it for what's likely to be lengthy stay tucked away in the garage. The leaves are pretty much off the trees now and some say we're in for cold, snowy winter this year. Time will tell.

Look for the article and photos in this issue of our four-day Fall Memorial Tour last month. There are some very beautiful and interesting places to tour and visit here in the state of Virginia, and our Club does an excellent job of seeking out these places for our tours. We're taking a break during December, with the upcoming holiday season, and we look forward to continuing our tours after the holidays. For January, we're holding a shop session instead of a traditional tour; a technical build session by **Cliff Green** and **Hank Dubois**, on understanding and assembling the Columbia overdrive rear end. Club member **Mel Herwald** has a disassembled Columbia and we're going to take advantage of that to use as a "teaching moment" for our members. The "tour" will be at **Ken Burns'** home on Saturday, January 10, and will include morning refreshments and a pizza-delivery lunch. If you've ever wondered exactly how the Columbia rear end works and what it looks like inside, this is a great opportunity to learn about it and to see one go back together. Look for more details elsewhere in this issue. Thank you Mel, Ken, Cliff and Hank for sharing with us all.

There has been some confusion among a few members about whether or not they can continue to get the *Valve Clatter* via U.S. postal mail as opposed to electronically through e-mail. Because of the cost in materials, stamps, and the personal time required to print and mail the VC, our preference of course is to move everyone to electronic copies if possible. With annual membership dues of only \$15 (that's like two adult beverages at your corner pub), the annual cost of mailing the VC is more than the annual dues. Recognizing there are a few members who do not have e-mail, and that there may be some who just prefer to get paper, we decided to continue to provide the paper copies. However, we also thought it fair to have those who choose paper copies to absorb the extra cost of the printing and mailing. That seemed reasonable to us on the Board. So yes, the VC is still available in paper form. However, because some have already renewed for 2015 prior to the decision to increase the dues to cover postage, to be fair to all, any increase in dues will be delayed until the 2016 membership year. If you have already submitted your 2015 dues and included the paper VC surcharge, you can ask to have the surcharge applied to next year's dues or ask for a refund by contacting **Dave Gunnarson**. Frankly, for me, the VC is so much more enjoyable in electronic form where you can see the photos more clearly and in color, and it's a snap to enlarge the display for easier reading and detailed viewing.

And finally, your NVRG Board of Directors wishes you and yours a most wonderful holiday season and happy and safe New Year. I look forward to seeing many of you at our Holiday Gala at the Country Club of Fairfax. This will be our final year at the Country Club, and I would be remiss if I did not thank **Cliff and Sandra Green** for the many years they've hosted our gala at their club. Sandra puts in many hours coordinating, planning, and preparing for this event each year, with little credit and recognition, along with **Dave and Sarah Gunnarson** for making the centerpieces for the tables each year. Thank you all so much!

Jim

Jim "High Sheriff" McDaniel

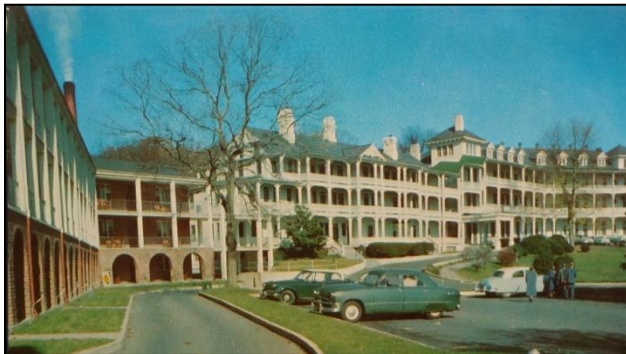
Tour continued from front page

Stanley on affixed to one of the Woodie's windows.



Lined up in front of the Moving Meadows Bakery.

With the photo op complete we headed south on US 29 until just north of Ruckersville and then cut the corner passing through Standardsville before joining US 33 and heading over the Blue Ridge towards Harrisonburg. Coming down the western slope we made a quick comfort stop and then passed through Harrisonburg and joined US 11 south heading for the Natural Bridge Hotel which would be our headquarters for the next three nights.



The original hotel at Natural Bridge was the Appledore Hotel (above). It was built about 1890 and burned to the ground in 1963. The current Natural Bridge Hotel, shown below, was built on the same site and opened in 1964.



Shortly after arrival at the Natural Bridge Hotel we were joined by Clint and Barb Johnson. Clint is one of Jim McDaniel's cousins and a noted Civil War author and re-enactor. He would serve as our personal tour guide over the next several days as we visited Civil War sites. After a fairly long day of touring we settled for dinner in the hotel's elegant dining room. During the course of dinner the final two Fall Tour Warriors and Stalwarts, Leo and Kathy Cummings, joined the group.



Down the left side of the table are Susan Randall, Liz Simons, Keith Randall, Bill Simons, Barbara and Clint Johnson, and Leo Cummings. On the right are Ken and Helen Burns, Don and Tina Lombard, Char and Jim McDaniel, and Kathy Cummings.

Friday morning, after breakfast, we headed down US 11 to Buchanan and then eastward back over the Blue Ridge on VA 43 for our first planned stop of the day at the National D-Day Memorial in Bedford. Shortly after crossing the Blue Ridge Parkway we had our first unplanned comfort stop of the day at the Northside Supply General Store and Gas Station. Bill Simons thought he'd take advantage of this stop to fill his Woodie with ethanol-free gasoline. He'd pumped in several gallons before he realized that it cost about a dollar a gallon more than gas containing ethanol. He figured he'd finish his fill-up at another station. One of the sights seldom seen in our NoVa area was the guy in a camo Duck Dynasty ball cap picking his teeth with a Buck knife!

The National D-Day Memorial pays tribute to the 4,413 Allied soldiers killed on the beaches of Normandy, France, on June 6, 1944, and to those who later died of wounds suffered that day. Over 150,000 Allied troops, supported by more than 5,000 ships and 11,000 aircraft began the liberation of Europe from the Nazis with the invasion of Normandy. Bedford, VA, was chosen as the site for the Memorial because the small town of Bedford suffered the highest D-Day per capita losses in the nation. All told, Bedford, a town of only 3,200 at the time, lost 19 "Bedford Boys" on the beaches of Normandy and an additional four soldiers in the subsequent days as the Allies continued to secure their beachhead.



The D-Day Memorial is set on a hilltop on the
Tour continued on next page

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 edge of Bedford with the Memorial's ticket office and small museum co-located with the town's Visitors' Center. After another comfort stop, and with tickets in hand, we drove up to the Memorial and began our guided tour.



This picture in the Bedford Visitors' Center depicts members of the Virginia National Guard's 116 Infantry Regiment, 29th Infantry Division, "The Bedford Boys," boarding their train at the Bedford train station bound for England and a date with history. Guess why this is the editor's favorite picture at the D-Day Memorial?

Our tour guide was an extremely knowledgeable Viet Nam vet and provided a detailed commentary about the Memorial from the English Gardens with the busts of the D-Day invasion planners and leaders, to the D-Day tableau of the troops going ashore, to the commemorative brick pathway.



An American GI drags a wounded companion to safety in front of the D-Day Memorial Arch. The alternating bands of white/gray/white/gray/white motif on top of the arch commemorates the "invasion stripes" painted on the wings and fuselages of Allied aircraft supporting the invasion.



L-4 Grasshopper Observation aircraft such as this one at the D-Day Memorial provided airborne spotting for field artillery and naval gun fire support at Normandy.

As an aside, NVRG member Bill Tindall's father

and uncle went ashore on D-Day with the Canadian forces on Juno Beach.



Departing the D-Day Memorial we headed for lunch at the Olde Liberty Station Restaurant a just a few miles away. Upon arrival we found the parking lot overflowing with Packards. We soon learned that the Old Dominion Packard Club was out on their Fall Tour and had also chosen Olde Liberty Station as their lunch stop.



Yeah, I know, ANOTHER Woodie!

After the obligatory tire kicking with the Packard folks (and as Clem would say "truth telling") we settled in for a nice lunch in the Olde Liberty Station. The walls were covered with tons of railroad pictures and railroad memorabilia was everywhere to be found. I later learned that the Olde Liberty Station Restaurant started life as the Bedford train station, embarkation point for the "Bedford Boys" and is the actual station depicted in the painting above.



Tour continued on next page

This vintage photo shows the track side of the Bedford train station from the opposite end shown in the painting above.

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Following lunch we headed off on a leisurely and scenic 45 mile drive to our next scheduled stop at Appomattox Court House. Upon arriving we bypassed the National Historic site and proceeded a few miles down the road to the site of General Robert E. Lee's last encampment before his surrender to General Ulysses S. Grant. At this stop Clint Johnson led us through the days and events of the previous eight days leading up to General Lee's surrender at Appomattox Court House.



Clint Johnson at the site of General Lee's last encampment.

Contrary to what many of us think, Lee did not surrender to Grant at Appomattox Courthouse (one word). He surrendered to Grant on Palm Sunday, April 9, 1865, at Appomattox Court House (two words) in the McClean House. Appomattox Court House is the village where the surrender occurred and the Appomattox Courthouse is the court house in the village. This might be useful if you're ever on Jeopardy! We followed Clint around the National Historical Park site as he pointed out various points of interest and told us about the numerous reenactments he's participated in at Appomattox Court House. He's also scheduled to return for the 150th anniversary of General Lee's surrender. In a bit of irony we learned that Wilmer McClean, the owner of the house in which the surrender occurred, had moved from northern Virginia to escape the war (and to profit from it). Prior to moving to Appomattox he owned the farm which was the site of the First Battle of Manassas. Wags at the time said "The war started in his front yard and ended in his parlor." Not literally true but a good line just the same. We finished our tour in Appomattox Court House, stopped at the Confederate Cemetery for a brief visit, and then headed to dinner at the Babcock House in Appomattox.

The Babcock House is a B&B situated in a beauti-

fully restored 1884 Victorian home. We arrived just a few minutes early and had a chance to relax on the front porch or in the parlor while the staff completed setting our table in the front dining room. We had the entire room to ourselves and had the opportunity to enjoy a superb dinner, fine company and to recount the day's adventures.

Little did we know what adventures awaited us after we left the Babcock House and began our trek back to Natural Bridge. When we drove across the Blue Ridge in the morning on Route 43 we all admired the beautiful and colorful Fall scenery as we wended our way up over the Blue Ridge and then down the other side. Our trip back wasn't quite so scenic in the dark. Everything went smoothly as we drove along US 460 towards Lynchburg and skirted the town on US 29. Things changed shortly after we left US 29 and headed west on Route 130. The first few miles on Route 130 were on a smooth and fairly straight, gently rising road but as time passed the road became steeper and narrower, the turns much sharper and the breakdown lane turned into a shoulder and that virtually disappeared after we entered the George Washington and Thomas Jefferson National Forest. Eventually we joined Route 501 for the trip through the pass and down the other side. Even though there numerous signs warning truckers to avoid taking this route across the mountains and down into the Shenandoah Valley it appears that many of them felt those warnings must have been meant for less experienced drivers. On 501 we really hit the twisty-turny part of the trip. The on-coming 18 wheelers did nothing to calm passengers' or drivers' nerves – and that's just the folks driving their modern cars with efficient 4 wheel disk brakes and powerful headlights. The folks in the three vintage cars were probably enjoying the roller coaster ride even less. There was a startling moment as we rounded a sharp turn and found an 18 wheeler parked on the side of the road – and as mentioned before there was no breakdown lane and virtually no shoulder. This little episode provided a good test of the Bendix designed brakes in the two Shoebox Fords. Once everyone's heart rate slowed we continued on through the darkness until we finally reached the flatlands of the Shenandoah Valley. The remainder of the drive from Glasgow back to the Natural Bridge Hotel seemed like a cake walk after our adventures in the mountains. To fully understand what this trip was like all

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you need to do is drive your V-8 over the Blue Ridge on Route 211 between Sperryville and Luray at night.

Fall Tour reporting will conclude next month.

NOVEMBER MEETING REPORT

Dave Gunnarson's "Ford Trucks and Commercial Cars / The first 50 years: 1903-1953"

Reported by John Sweet

Despite a long and storied history, Ford trucks and commercial vehicles are sometimes overlooked in the pantheon of Ford vehicles. Throughout the years Ford Trucks and Commercial vehicles were often unsung and most of these vehicles paid the ultimate price of being used to oblivion. Thus, if you decide to collect a Truck or Commercial vehicle you are, more often than not, a very dedicated individual. Our very own Dave Gunnarson is one such individual and gave an excellent presentation entitled "Ford Trucks and Commercial Cars / The first 50 years: 1903-1953 at the November meeting.

The first order of business was a quiz! Much like that dreaded pop quiz in grammar school, Dave asked everyone to fill out the answers to eight questions. As we all took pencil in hand and burned a few synapses, it occurred to many of us, that this was going to be a fun program because there was a lot to learn that evening.

Dave's Ford Truck and Commercial Quiz

1. Fords first Commercial Cars were sales failures?
____ True or ____ False
2. What year was the "F" Series Pickup truck introduced?
 - a. 1945
 - b. 1947
 - c. 1948
 - d. 1950
3. What is the difference between a Ford Commercial Car and a Ford Truck?
 - a. Nothing, these terms are interchangeable.
 - b. Commercial Cars are small Trucks.
 - c. A Commercial Car is based on a car chassis and a Truck on a very different heavy duty chassis.
4. The first Ford factory pickup was built:
 - a. October 23, 1916
 - b. April 15, 1925
 - c. March 17, 1928
5. When was the first Ford Truck introduced?
 - a. August 12, 1903
 - b. October 10, 1904

- c. July 27, 1917
 - d. January 9, 1924
 - e. March 15, 1924
6. How did Henry Ford react to conversion of the Model T into commercial vehicles?
 - a. He provided factory supports and special parts.
 - b. He voided the warranties of the converted car.
 - c. Ford provided conversion instructions and assistance to Ford Branch Offices and Dealers.
 7. What was the first year of a Ford Cabover model?
 - a. 1935 - "Dearborn Line" by Transportation Engineers (350 made?)
 - b. 1936 - Same as 1935
 - c. 1937 - Same as 1935
 - d. 1938
 8. Is a pickup a Commercial Car or a Truck?
 - a. No
 - b. Yes
 - c. In general no, but starting in the 1940s some models had larger and stronger frames, so technically, they are trucks.

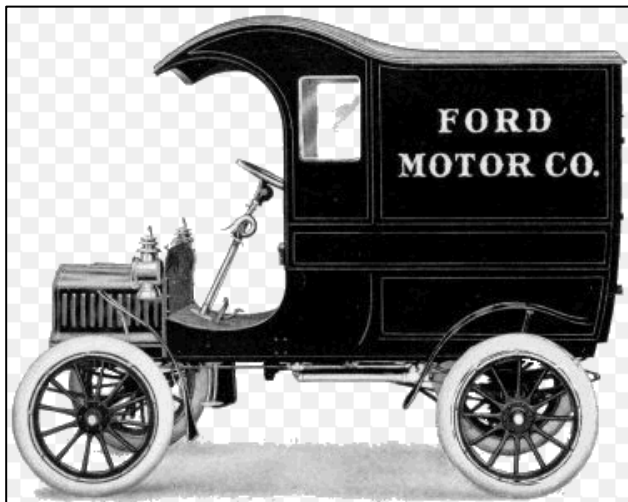
How did you do? Check your answers at the end of this report on page 10.

Dave started out by breaking down the first 50 years into six distinct eras. These were:

- I. 1903 - 1904: "Dark Ages:" It's hard enough to build cars, never mind trucks.
- II. 1905 - 1916: "Wizard of Oz:" Pay no attention to the "trucks" behind the curtain
- III. 1917 - 1923: The Beginning: Model TT frames
- IV. 1924 - 1927: The First Trucks: Model TT with factory bodies
- V. 1928 - 1931: Improving: Model A and AA
- VI. 1932 - 1953: Flathead Years

Dave noted that during the 1903 - 1904 period, Ford was just happy to sell cars although an early company presentation mentioned that business owners could "make or save money with commercial use of Ford cars." Yet, "commercial" use at the time appeared to be limited to signage and the novelty of the early automobile. In October, 1904, the company decided to create 10 delivery wagons, called the Model E or simply the Ford Delivery Car. The Model E was based on the Ford Model F Runabout chassis, but a steep price (\$950) ensured that the Model E would not be successful.

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The 1905 Model E Ford Delivery Car.

Following the “Dark Ages,” trucks and commercial vehicles were still very much an after-thought for the Ford Motor Company. During the 1905 to 1916 era, commercial car ventures came in spits and spurts. In 1909 Ford produced the 1909 Model T Taximeter. Produced for only a year, the Landaulet was advertised as a commercial offering although the picture below suggests it was really designed as a chauffeured vehicle – certainly not a car for the masses! It also was not successful.

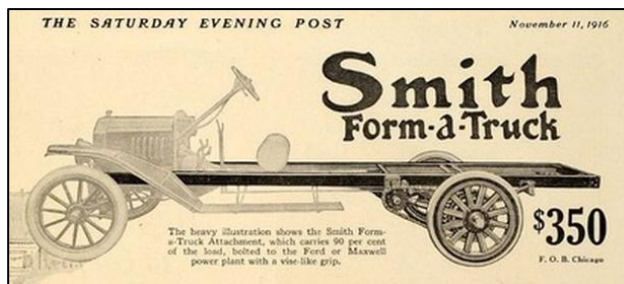


The 1909 Ford Taximeter.

Other commercial type vehicles were the 1912 Commercial Roadster and the 1912 Delivery Car. Similar in appearance to the 1905 Model E Delivery Car, the 1912 version also proved difficult to sell although it was noted that more than 500 were produced. It also was not successful and the company cut prices on them to move them out of stock.

In 1913, when Ford began to sell bare chassis there was the question of factory support and voided warranties. Henry Ford decided to be draconian with his warranty policy, stating in a factory letter to his branch assembly sites that “Mr. Ford says that the only equipment which will be allowed in Ford cars will be a robe rail, a tool box on the running board and a clock. The addition of any

other items will void the guarantee.” So much for commercial bodies! As Dave noted, pretty strong words, but with only a 90 day factory warranty, after market jobbers such as Smith Form-a-Truck found willing buyers for a Model T conversion to a one-ton truck. The Smith Form-a-Truck Company provided frame rails, a new two piece drive shaft, springs, and a chain-drive axle that ingeniously used the existing Model T axle. All that voided Henry’s warranty, but the customer had a tough Model T truck and probably little concern for the warranty. Things started to change however during the next era, from 1917 to 1923.



With the advent of the first World War, Henry began sell Model T military ambulances to the US Army Medical Corps and then things started to change. Army ambulances driven by the likes of men such as Walt Disney and Ernest Hemingway meant that toughness had to be built into the vehicle from the very start. Model T ambulances proved to be as tough as the battlefields they served on, with 5, 745 in government service.



Ford started selling the Model TT one-ton truck chassis in late July of 1917. Featuring a longer and heavier frame, new brakes, solid rubber rear tires and a new overslung worm drive rear axle, these early Ford trucks had the reputation for not only being tough but a tad bit slow as well. Dave pointed out from 1917 until 1920 the Model TT had a mind-numbing top speed of 15 miles per hour! In 1921, with the release of the “high” speed rear end, they

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Trucks continued from previous page could achieve a blistering 22 miles per hour. These Model TTs are considered to be Ford's first truck. Naturally, custom bodies abounded. From ice cream trucks to Depot Hacks, the Model TT was fitted with whatever body fit the customer's needs.



In 1924 Ford decided to offer their first factory catalogued truck. It was called the Model TT with Express Body. In today's parlance, it would be considered a pickup truck. By March of 1923, the company had eight different body and cab combinations. By 1925, Ford set a sales record with 270,000 units produced. On April 15, 1915, the first real Ford pick up truck had been introduced. Ford Trucks had now really arrived!

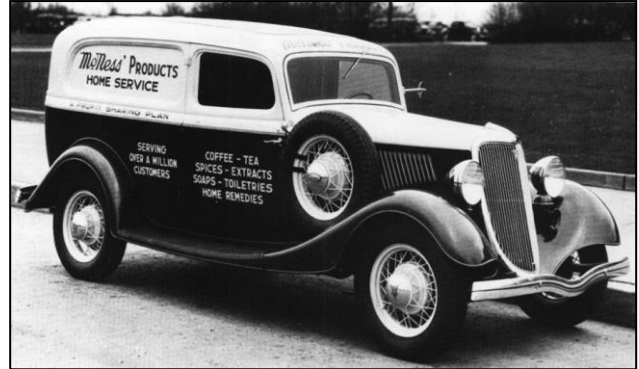


A 1924 Ford Factory Canopy Express Truck - Ford's first truck bed. This example is fitted with canopy top, screens, and side curtains.

During this time period, even though Ford had started creating their own bodies, after market manufactures continue to do so as well; now with Henry's blessing. As the Model A era began in 1927, the Ford Truck became more popular than ever with the Model AA 1 1/2 ton Truck Chassis. Coupled with the Model A's Lincoln inspired styling, these trucks became the hit of 1928. Ford offered both a closed and open cab pickup that included larger four-cylinder engine, as well as sliding-gear three speed transmission. By 1930, truck buyers even had a dual rear wheel Dump Truck option as well as a choice between the standard 131.5 inch chassis and a longer 157 inch wheel based chassis.

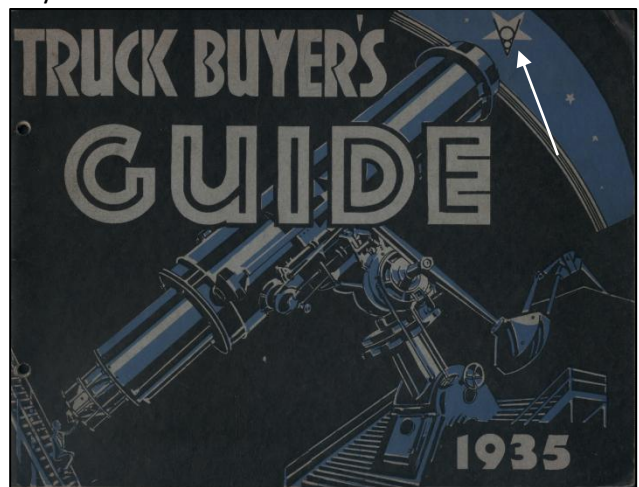
In 1932, Ford introduced the V-8 in its car line,

but for trucks, it was still the venerable four-cylinder engine. This changed in 1933 with the Model BB. While most Model BB trucks still had the four-cylinder engine, a few had the new flathead V-8. As the 1934 model run began, more and more trucks had the V-8 installed. Bodies ranged from Ford produced pickup trucks and sedan deliveries to after market school buses and tankers.



1934 Ford Deluxe Sedan Delivery.

In 1935 the Truck line was completely restyled and V-8s were now standard in all trucks. Dave also noted that the sales of Ford Trucks had become very serious and we were treated to a virtual visit to a 1935 Truck showroom. By reviewing the factory literature with the customer, the Truck Salesman could provide the exact truck for a customer's needs based on the customer's requirements. This even included the sale of after market bodies through the Ford dealer network. Dave showed an example of a rare piece of truck literature called the 1935 Truck Buyer's Guide. While the cover does not say anything about Ford, close observation of the cover, which shows the Mount Palomar Observatory telescope pointed at a star that contains the Ford V-8 symbol!



The other interesting piece of literature on dis-

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play was the Ford Truck Equipment Directory of 1935. A quick perusal of this booklet provides a myriad of optional equipment and bodies available. In addition, a buyer would have only had to go to the index, select a product and could easily select the right Ford truck for the job. The Booklet also showed the Ford Motor Company's dedication to aftermarket bodies that utilized the Ford Chassis.

As Dave continued through an overview of the V-8 years, he noted that some Ford trucks buyers opted to add very custom streamlined bodies that promoted their products and services. Slides included the McCormick streamlined semi-truck to Barge's Cleaning Service streamlined (a very elegant tri-toned sedan delivery.)



Model changes were noted from 1938 and 1939, to the modern new look created for the 1942 Ford pick-up trucks.



The pre-war styling change of this 1942 Ford pickup was continued until the introduction of the new F-Series in 1948.

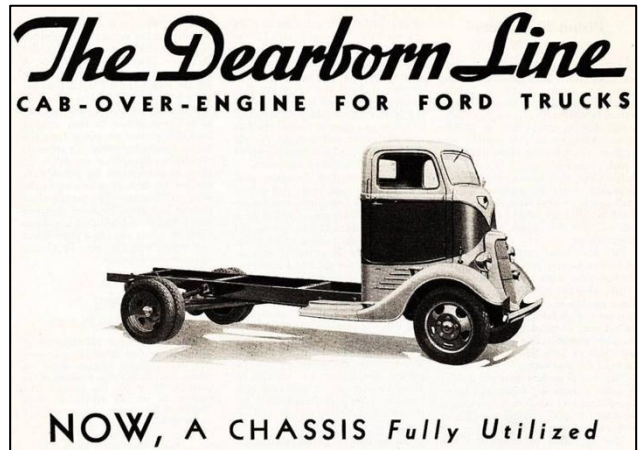
This squared off look continued until the end of

the 1947 model year when the new F-Series debuted. A year later, in 1948 Ford "Bonus Built" Trucks were introduced.



These trucks continued to use the F-Series nomenclature, and featured a redesigned cab and brand new front end sheet metal. The half-ton light duty truck was known as the F-1 while the larger, three-ton rated truck was designated the F-8, with F-2, F-3 and F-5 models in between. The F-1 model could be equipped with either the 226-cubic inch six-cylinder rated at 95 horsepower or the 239-cubic inch V-8 rated at 100 horsepower. 1948 also saw the stake bed truck in a conventional cab configuration as well as the Cab Over Engine (COE) configuration.

For those who didn't know, Ford's first COE was 1938, but an aftermarket COE body provided by Transportation Engineers Incorporated could be ordered in 1935. It was available through Ford dealers and was certainly an interesting looking truck.



Dave also included a special COE built with two flathead V-8s and used during the Second World War to transport B-24 Liberator wing assemblies and

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 other Ford-built B-24 component assemblies from Willow Run to Consolidated plants in Fort Worth, TX, San Diego, CA, and Oklahoma City, OK. One hundred of these special COEs were built with two distinct cab styles.



This pictured shows the dual-engined rig negotiating a corner hauling one of the specially built 60 foot trailers.

In 1949, when Ford introduced it's newly engineering and designed passenger cars, the Sedan Delivery was not part of the line up. Instead, a stand-up Parcel Delivery Vehicle as added to the line up. Custom models at the time also included a sharp looking Good Humor Ice Cream truck.

As Ford Trucks entered the second half of the twentieth century, the F-Series was redesigned in 1951. These trucks had extensive sheet metal changes and offered better visibility and optional upgrades such as foam seat padding, extra sound deadening and more bright-work. The Ford pick-up truck was growing up.



Dave also reviewed the larger F-5, F-6 and F-8 trucks which used either a 279-cubic inch V-8 or a larger 317-cubic inch engine that also saw use in the 1949 - 1952 Lincoln series. In 1952, Ford introduced a new overhead valve (OHV) engine, a six, and made it available in the F-1 through F-5 models. In 1953 Ford added "00" to the end of the designators, meaning the half-ton F-1 became the F-100. Also the

former F-2 and F-3 trucks were combined into the new three-quarter ton F-250. The F-4 became the F-350. This nomenclature is still used by Ford today, over 51 years later. 1953 was also the first year that an automatic transmission was offered in a truck.

With that, our 50 year review of Ford Commercial Vehicles and Trucks came to an end. While Dave admitted that it was a lot of material to cover, the time spent listening to him went by in flash. Of course, we still had our quizzes to grade and despite some moans and groans from the audience, most people did fairly well! It was interesting way to end the talk and if you hadn't learned anything new by the end of the evening you were a rare bird.

As for the Quiz, please be sure to see how well you did. See you at the next meeting in January!

Answers:

1. True - 0 for 3 Attempts
2. B - 1947
3. C. A Commercial Car is based on a car chassis and a Truck on a very different heavy duty chassis.
4. B. - April 15, 1925
5. C. - July 27, 1917
6. b. He voided the warrantees of the converted car.
7. D. - 1938
8. C. - In general no, but starting in the 1940's some models had larger and stronger frames so technically they are trucks.

Where You Stand:

- All 8 correct: You do the presentation next time!
- 5 -7: You know your Ford Trucks well!
- 3 - 5: Better than average!
- 1 - 2: Not too bad!
- 0: Don't worry, these are all tough questions!

OUT & ABOUT

California Dreamin'

By Cliff Green

The president of the local National Woodie Club chapter sent out an email that a charitable organization was looking for a Woodie as a prop for a Beach Boy concert in Baltimore. I answered the query with a picture of my woodie. *Chimes*, a charity that provides opportunities for people with disabilities, responded that my car was what they were looking for. No compensation, but two nights at the Mar-

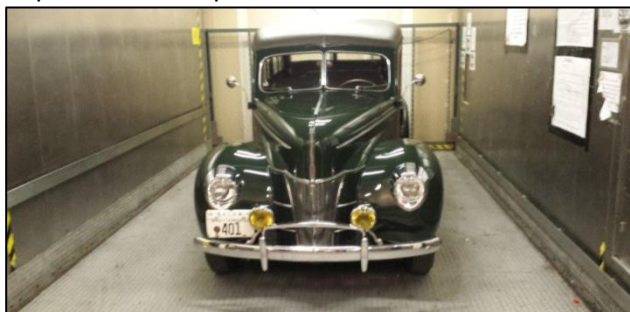
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riott Waterfront with all meals and tickets to the banquet and concert on November 1st. Sign me up!

Sandra and I drove up there on Friday afternoon and were treated to lunch by the event coordinator who gave us a goodie bag with hats and golf shirts with the *Chimes* logo.

The car was driven onto a freight elevator and pushed into the huge ballroom where it spent the night behind ropes. The hotel wanted the battery disconnected and put a plastic sheet under the car to protect the carpet.



On the way to the Ball.

Our room, on the 28th floor, overlooking the Inner Harbor, included a welcome tray with wine and cheese/fruit. That afternoon we walked over to visit the National Aquarium where there was a half fare admission after 5 on Fridays. The Inner Harbor has under gone a big transition since our last visit there!!! The north side has been extensively developed. And, the Fell's Point area (8 blocks east) is a destination; a combination of Annapolis and Georgetown!

Saturday the woodie was pushed (with white gloves) into its staging area. A large cloth mural depicting a beach sunset was raised, sand on the floor and potted plants around. Every attendee at the function was photographed with the woodie and the print was picked up later as a memento.



The function started with a reception with a premium bar (lasted all night) and unbelievable finger food – lamb chops, oysters, shrimp, crab soup, etc. Ticket were \$275, BTW. Sandra and I had a seat at a table right on the dance floor. Scrumptious

meal of Filet Minion and crab cake.

When the Beach Boys cranked up, the crowd went to the stage 10 deep to take pictures, wave hands and juke around. They played all the favorites and the crowd sang along, including me!

After the banquet ended Woodie was pushed into the ballroom and roped off for the night. Next morning, after breakfast in bed, we loaded up the Woodie and went down the Freight elevator to the street. I never saw the tab.

Notes: *Chimes* raised over \$600,000 at the event! We and the car were treated like royalty. Insurance was in place since the car was only used as a prop (Thanks, Bill Simons, for checking this out). The drive home on I-95 and the Beltway was thrilling with the 40 mph gusting winds.

Greenspring Retirement Center Flash Tour

Jim McDaniel

On October 11th right after returning from Hershey on the 10th, Clem and I supported a local retirement community with my car and his truck at their Halloween open house. My car received a lot of attention, as it usually does. The woman in the photo below is a resident who told me she'd never been in handcuffs. Of course I had to oblige.



In the second photo above, I'd just told her how I

Out continued on next page

Out continued from previous page wished I had a key for them. There were a lot of kids there too, and they had to also try real handcuffs. The car always brings smiles.



In spite of a threatening weather forecast Jim and Clem Clement brought some smiles to the folks at the Greenspring Center.

IT'S A HIGH "PRESSURE" JOB, BUT SOMEBODY HAS TO DO IT

By Dave Westrate

Club member, Eric Sumner, has the unique job of maintaining 50+ pieces of antique farm equipment at Frying Pan Farm Park. The Park is a Fairfax County facility that represents a working 1920s farm, complete with era correct buildings, equipment, and animals. More than 400,000 people visit this farm each year, and it is consistently used as an educational field trip for students in Fairfax County. Our old Fords would fit right in at this farm in Herndon.

One major piece of equipment on the farm is a hydraulic cider and grape juice press, which requires its own barn to live in. The press was manufactured by a company called Mt. Gilead around 1920. It was in use commercially in Fairfax on a farm near the intersection of Rt. 123 and Braddock Rd. from 1928 to 1953. The press was later donated to Frying Pan, along with the 1946 John Deere model B tractor that powers the press, by the family of C.P. Jones who originally owned the press.



Once a year, in the fall, the press is operated for

the education and enjoyment of the public. The pressing evolution starts with a trip to Winchester, VA, to pick up two 4 ft x 4 ft x 4 ft crates full of donated apples. The process starts with the placement of a wooden grate (see photo above) on a wheeled cart on the machine. The grate is covered with a cloth. A conveyor begins carrying apples to the top where they are crushed into a pulp that falls onto the cloth on the grate. Additional grates and cloths are added to create a stack. The stack is then rolled on the wheeled cart to the other side of the machine, which is the press. The hydraulic system now pushes the stack up against a buck and the apple juice is squeezed out.



Eric on the right, watches as apple juice flows from the press.

This large press can generate up to 100 gallons of cider per production cycle. Twenty to thirty 55 gallon barrels of cider could be produced per day. A full barrel weighed 400 pounds. Among other uses, the cider could be fermented into vinegar. The wasted pulp is fed to the farm animals.

The farm produces its own corn and hay crops to support the animals using period equipment. In addition to the farm equipment, Eric maintains a 1920's carousel, which is in constant use.



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He also can be seen teaching the school kids where milk comes from at the afternoon milking sessions.

Who knew milk doesn't come from the grocery store???

They'e Still Out There

By Russell Green

We were enjoying an early Thanksgiving morning drive (i.e., coffee run) and exploring the area near Standardsville, VA where my in-law's cabin resides. The truck was just south of Route 33 on Beldor Road in Elkton, VA. Beldor borders the Shenandoah National Park. The truck was a short distance off the road on the Federal land. As long as the Park Ranger doesn't care, no property tax for that long term storage. LOL.



33% increase, showed improvement but still 51% below the 1937 sales figures of 945,329. Throw in sales Lincoln Zephyr sales of 21,000 and sales of 69,135 of the new Mercury 8 and things were much brighter than the year before. And our NVRG ownership figures reflect this: we have 11 1939 owners and 12 1939 Fords and Lincolns in the club.



Chris Bavis

1939 Convertible Coupe – 10,422 produced



David Blum

1939 Lincoln Zephyr Sedan – 16,663 produced



Clem Clement

1939 Pickup ½ ton pickup – ??? produced



Hank Dubois

1939 Deluxe Station Wagon – 6,155 produced

Celebrating continued on next page

WELCOME TO THE CLUB

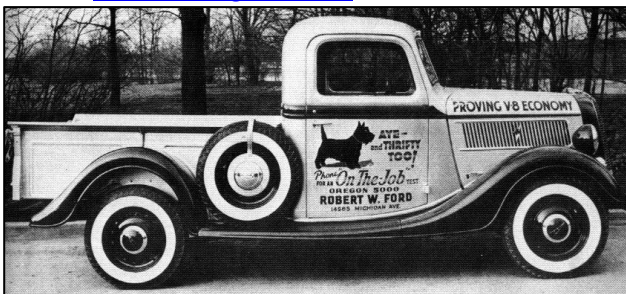
Dennis Murphy

2805 Rifle Ridge RD
Oakton VA 22124

Phone (703) 264 – 1477

Cell (703) 727 – 8452

Email dennmur@gmail.com



1937 Pickup

CELEBRATING 75 YEARS OF THE 1939 FORDS

If 1938 had been a very dismal sales year for Ford Motor Company with Ford sales amounting to only 366,388, then 1939 sales of 487,031 Fords, a

Celebrating continued from previous page



Ken Gross
1939 Convertible Coupe – 10,422 produced



Michael Kozac
1939 Deluxe Coupe – 37,326 produced



Jim LaBaugh
1939 Deluxe Station Wagon – 6,155 produced



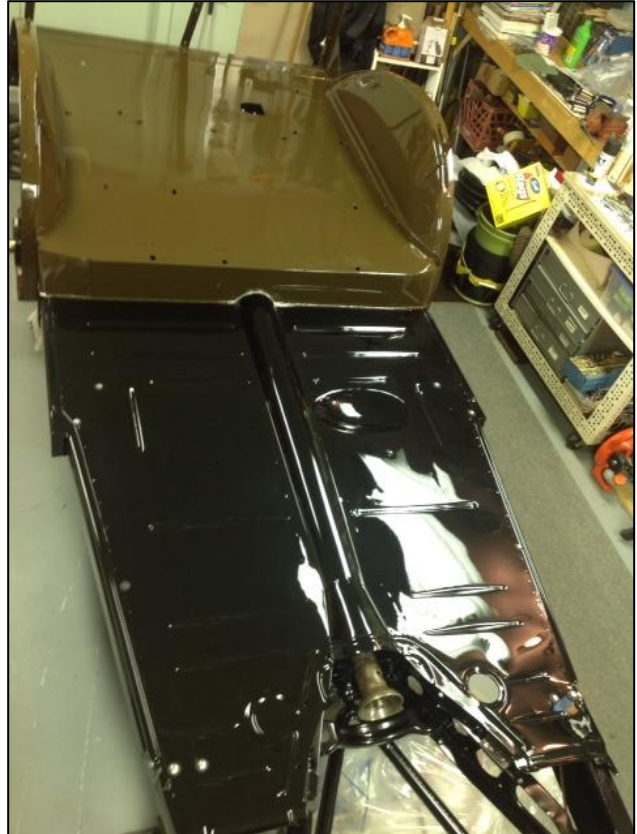
Mike Mote
1939 Convertible Coupe – 10,422 produced



Phil Murray
1939 Standard Coupe – 38,197 produced



Dave Westrate
1939 Standard Station Wagon – 2,111 produced



Dave Westrate
1939 Deluxe Station Wagon – 6,155 produced



Bill Wilkinson - sorry I don't have pictures of his cars.
Two 1939 Deluxe Coupes – 37,326 produced





Vehicles 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
- 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
- 1948 Mercury 4-door Sedan. Rebuilt flat-head 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
- 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
- 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
- 1936 Ford Convertible Sedan (trunk version).

80% restored – needs completion. Call for full details. **Wayne Handy** 840-746-1376 07/13

- 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

Parts and Miscellaneous For Sale

- Two like new, leather-bound 16" X 12" Lorin Sorenson books from the Fordiana Series for sale, at \$50 each. *THE AMERICAN FORD*, covers the company's early history through the death of Henry Ford in 1947, and *THE OPEN FORDS*, covers all Ford built convertibles through 1973. Both books are historic volumes which are now out of print and belong in any V-8 owner's library. **Hank Amster** – 703-753-9575 or hankbea@comcast.net. 12/14
- 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
- Bumper type tow bar, \$50. ½" drive air impact wrench, \$10. ¾" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wbsb39@cox.net, 703-679-9462 9/14
- 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

Automart continued on next page

Automart continued from previous page

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

➤ 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

➤ 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

➤ 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 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 12/14

➤ 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

➤ 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

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

➤ 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

➤ Bracket for trumpet horns used on '46-'47

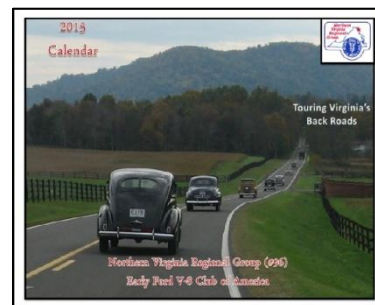
Fords. **Jason Javaras**. JJsFords@verizon.net, 540-786-5819 8/14

➤ 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

➤ '35 Ford horn. I have a decent can - the guts are beyond rebuilding. – **Nick Arrington** nta1153@verizon.net or 703-966-8422

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

2015 NVRG CALENDARS



Only a few 2015 NVRG Calendars are still available! This is our 10th consecutive calendar and once again we present 12 completely new calendar cars owned by NVRG members. Get one now for your man cave. Calendars will be available for pick-up at our January monthly meeting. See Cliff Green at the meeting 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).

2015 NVRG DUES

Time is running out! If you haven't renewed, yet send your \$15 check (please see Jim McDaniel's President's message on page 2) made out to "NVRG" to:

David Gunnarson – Membership Chair,
10707 Ellie's Court,
Fairfax Station, VA 22039



NVRG Calendar



<u>December</u>	
7	Annual NVRG Holiday Gala at the Country Club of Fairfax. Our last soiree at this location.
11	NVRG celebrates the 37th anniversary of its chartering on December 11, 1997. We're all looking forward to another great year.
19	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!!!
10	Columbia Two-Speed Tech Assembly Tech Session – come watch, learn and socialize as Cliff Green and Hank Dubois assist Mel Herwald assemble the Columbia Two Speed axle assembly for his '46 Convertible. The fun begins @ 10:00 AM in Ken Burns' heated shop. We'll have coffee/donuts and lunch available – just drop something in the \$\$ kitty. Contact Ken by January 8 th at helenandken@verizon.net so we'll have the right amount of food available.
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Accessories Show and Tell Refreshments: Bill Potter
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
<u>February 2015</u>	
	Membership Meeting – 7:00 pm – Nottaway Park – Program: Trico Wiper Motors Refreshments: Bill Simons
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.
	NVRG Board of Directors Meeting – 7:30 pm @ the Oakton Library. All welcome to attend.
	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
- ✚ October 5 – Marshall Ford's 100 Anniversary Celebration – Marshall, Virginia



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	703-913-5655

December Program: The NVRG Holiday Gala



Reminder!!! There will be no regular meeting this month. We will be holding our NVRG Holiday Gala at the Country Club of Fairfax instead on Sunday, December 7th.



FIRST CLASS MAIL

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