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Group



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Value Clatter

Early Ford V-8 Club of America



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Ken Burns - Editor

Spindizzies and Oh So Much More!

The Preamble

By Bill Potter – images by Cliff Green, Clark Hoyt, Gay Harrington, Bryan Chadderton and Editor



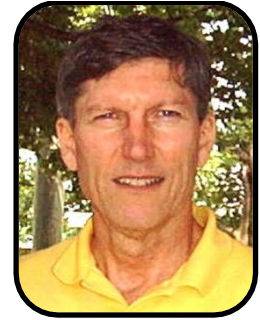
Gay Harrington, Sandra Green, Helen Burns, Sarah Gunnarson, Char McDaniel, Linda Hoyt, Cindy DuBois and Norma Blum pose for a photo op in front of Eric Zausner's amazing Torpedo Roadster during our March tour of his fantastic coach-built car and Spindizzy collection

When the phone rang one morning last summer I never dreamed that the day would turn out to be so memorable. The guy calling me explained that he was an old car guy who recently moved into the neighborhood from California, heard about me and was wondering if it would be OK to stop by to see my collection. I said sure. So he comes rumbling down the driveway in this completely custom crafted magazine cover car that was detailed like a Swiss watch. After viewing my indoor junkyard he asked me if I would like to see his collection, explaining that he only lived a mile or two away.

His estate is extraordinary, which he said was formerly owned by a member of the Marriott family. It seems the twelve car garage was no longer adequate for Mr. Marriott's growing car collection. Several more exotic creations were neatly lined up in a garage fit for a king. I had seen them in recent issues of *The Rodder's Journal* and other magazines but here they were in living color - all I could do was stand there in stunned amazement.

Dizzy continued on page 3

Up Front with the President



April 2015

Well, a MIRACLE happened overnight! Two days ago I drove out of our neighborhood with it looking like it has for the last several months. The leaves on the trees long-gone and the small flowering plants along the fence line to our community looking like bouquets of dead sticks in the ground. Classic winter!

Yesterday, when I drove out of the community, those stick bouquets ALL had small yellow flowers all over them, and the trees had similar pink buds just squirming to get out to the warmer temps. Just one day and winter seemingly turned to spring. After a few cold days in March, followed by a few warm days, looks like we may finally be in store for some good April weather. As I write this we're actually getting some early April showers.

This month should provide an opportunity to put to use some of the tips covered in last month's program, "Tuning-up After Winter Storage." **Eric Sumner** organized a very informative presentation of what to check and maintain after a long winter's night. Now's the time to put his tips to work as we get our cars out in the warmer weather. Thanks for an excellent program, Eric.

Our garage tour for March was one for the books! **Hank Dubois** coordinated a tour of **Eric Zausner's** wildly fantastic collection of custom built hot rods, and his extensive collection of "Tether Cars." Eric's are not your run-of-the-mill hot rods. Each car is custom designed and built – literally each car is one-of-a-kind. This tour was probably better attended than any garage tour I've been to in years. See the write-up in this issue for many more details and photos of the cars, as well as an explanation of what a tether car is. Our most sincere thanks to Eric for his hospitality and him opening his collection to us.

For our April membership meeting, the focus will be the 75th anniversary of the 1940 Ford, Mercury, and Lincoln. **Cliff Green** will review the Ford and Mercury for us and **John Sweet** will cover the Lincoln. We also have the honor and distinct pleasure of having **Jon Anderson**, the Early Ford V-8 National Director, Mid-Atlantic join us on April 14 for our meeting. Jon has expressed an interest in seeing some of our member's cars, so if you're comfortable with driving your car at night (going home after the meeting), let me ask you to drive your car to the meeting for a show-and-tell with the Mid-Atlantic National Director.

For our upcoming May meeting we'll be covering how to buy an old Ford, Mercury, or Lincoln. We'll have a prepared presentation but will also get our member's war stories on what to look for and what to avoid.

We have another slate of interesting tours, shows, and activities coming your way again this year. First will be our annual Poker Run on April 25, followed by the Fairfax Car Show in May and the Sully show in June. I'd like to thank our Tours chairman **Hank Dubois** and our meeting Program chairman **Joe Freund** for all the time they put into researching, organizing, and bringing to us all such interesting venues and activities. Thank you guys!

In this issue you'll find our second instance of "Meet Your Directors." Each month we'll be highlighting a different Director. The first, last month, was your Vice President, Bill Simons. I will provide the second one, as your President, and we'll have a new one in each issue of the VC for the rest of the year.

Jim

Jim "High Sheriff" McDaniel

Dizzy continued from front page

Part of the mansion was converted into a very sumptuous museum for his world class "spindizzy" tether car collection. Some older guys in the club will fondly remember these. They are amazing little works of art with hundreds of examples on display.

I urge all of you to go on this tour.



An early home-built spindizzy – internet photo



Later on they came in kit form – internet photo

Works of Automotive Art

By Clark Hoyt

Hank Dubois organized the garage tour to top all garage tours on March 21st, at the Potomac, MD, home of Eric Zausner. Mr. Zausner, who had a long and highly successful career in the energy business, opened his collection of five one-off, hand-built creations by [Moal Coachbuilders](#) of Oakland, CA. And we were invited to browse his private museum, attached to the garage and filled with tether cars, miniature racers from the 1930s and '40s.



The cars by Moal are works of automotive art.

Traditional hot rods appear to be the inspiration, but these vehicles exhibit a level of imagination, craftsmanship and detail lifting them to a level far beyond anything we would have seen cruising Main Street in our youth. Mr. Zausner related to club members the history of each. His interpretation of a 1936 Ford coupe, for example, is based on the idea of a returning World War II P-51 Mustang fighter pilot (who was a hot rodder before the war) wanting a car incorporating his life's experiences. It's a hot rod with aviation-themed features such as aluminum pontoon fenders, airplane-like instruments and a roof that lifts like the canopy of a plane.



Eric reminded us that a 1957 T-Bird with factory dual four barrels was an "E" model and that "F" models were factory equipped with a Paxton Supercharger. He reckons his '57 T-Bird motor with dual four barrels and dual superchargers ought to be called the "G" model!



The interior of Eric's 1936 *Aerocoupe* would make any pilot feel right at home.

It was abundantly clear that Mr. Zausner didn't just commission these cars and pay the bills. He was intimately involved in the concept, design and acquisition of parts.

His *Steampunk* was inspired by the Blue Train Bentley racing car of the late 1920s, re-interpreted
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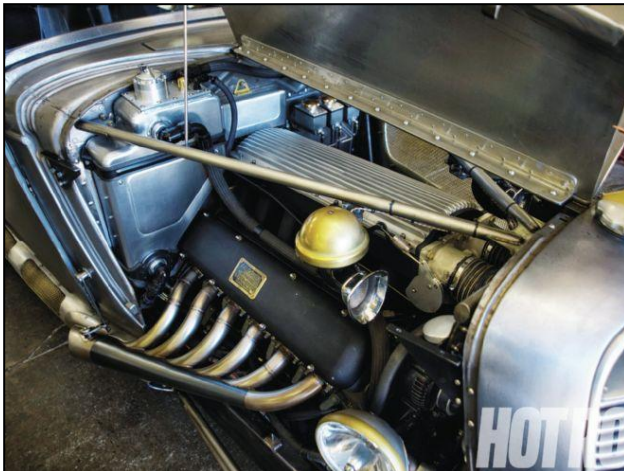
Dizzy continued from previous page within a chopped 1933 Ford Victoria body shell and powered by a Falconer V-12 airplane engine, de-tuned to be drivable on the ground.



A 1929 Bentley Blue Train.



It's easy to see the influence of the *Blue Train* in the *Steampunk's* overall proportions, sloped roofline and cycle fenders. Hot Rod magazine photo.



Designed and built by famed race car engine builder Ryan Falconer, the 90° [all aluminum V-12](#) is based on the proven small block Chevy design. Eric said the engine develops 1,100 ft. lb. of torque at idle. Triple carbon fiber clutch discs and dual rear wheels are used to get this unbelievable power to the road. Hot Rod magazine photo.

Street Rodder said, of Mr. Zausner's red Ferrari-powered *Torpedo* roadster, it "polarizes hot rodders. You either love it or you hate it, but you sure can't ignore it. Is it a hot rod or a sports car?" The magazine's editor wrote, "...we believe these types of cars will be another spoke in the street rodding

wheel."



Back in 2002 Eric told *Autoweek*: "I got it in my mind that I wanted to build a hot rod out of an Italian parts bin instead of a Ford parts bin. So instead of having a '32 grille it would have an 8C Alfa Grand Prix nose. Instead of having a '32 rear body you would have a 166 Touring body. Instead of having a small-block Chevy you'd have a V12 Ferrari in it. That kind of thing."



The inspiration for the *Torpedo* comes from these cars: the Alfa-Romeo on the left and the Ferrari on the right.

The shop from which these cars emerged is operated by Steve Moal, whose grandfather came to the United States from France at the turn of the 20th Century and established a shop in which he outfitted horse-drawn wagons with hand-crafted bodies and wheels. Steve's father, George, established an auto body shop at the location where the family business continues today. Steve Moal built America's Most Beautiful Roadster in 2004.

A Great Day with My Grandsons

By Dave Westrate

When we learned about the tour to see Eric Zausner's collection, the first thought I had was what a great opportunity for my six grandsons to see something so unusual and so close to home. They were very excited but had to wait an extra week when our tour was postponed – the wait was hard for them but the tour was certainly well worth the wait. The five hand-made cars were stunning and then some and the collection of tether cars was so impressive. Who knew that such a sport even existed back in the day. I debriefed the boys on their impressions and they all had a wonderful time.

Jacob said that the red car was his favorite and the one with the aircraft engine was very interesting.

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He liked the tether cars also.



A mega slot car track and shelf after shelf of spindizzies – a boy's childhood dream comes true right before their eyes.

David also liked the red hot rod and had fun going on the tour with his cousins. He could not believe the value of the cars. Eli commented on how unique the collection was, and he loved the car with the dual wheels and aircraft engine. He also liked going to the Vienna Inn after the tour for chili dogs.



You need a lot of traction to put all that horsepower to use.

Nate's favorite was the 1936 Ford that was put together with a lot of aircraft features and, like the other boys, he was impressed with the hot rod with the aircraft engine. Nate also liked the big slot car display in the office area. Isaac's favorite was the '36 Ford, and he liked the red Alligator upholstery in one car and thought the tether cars were "cool." Like the others, he liked the car with the airplane engine.

My favorite part was to spend the day with the boys.

Beyond Anything I could Have Imagined

By Gay Harrington

What better way to leave behind the dreary, cold winter than to be invited to tour Mr. Eric Zausner's wonderful collection of one-of-a-kind classic cars and his extensive collection of "tether" cars? I was fortunate to be among the NVRG members and guests who spent the morning of the second official day of spring doing just that—viewing our host's garages that opened up to unique cars I'd never before seen, couldn't have imagined, and won't find anywhere else.



It was easy to appreciate the care and craftsmanship that Mr. Zausner brings to these collections, and many other things it seemed, as we looked around us. I'm thinking back to his magnificent airplane wing desk, his extensive and detailed track lay-out, the many "tether" cars and engines displayed, the antique Texaco gas pump, and one of my favorites—the 1959 Cadillac tail light sculpture with Ed Roth's "Rat Fink" in the driver's seat!



Lots of mid-50s GM chrome went into this unique Rat Fink lamp.

Just about anywhere you looked there were signs of Mr. Zausner's care, precision, and passion for his hobbies. Here is a man who truly has combined creative vision and technical knowledge—he knows his stuff! I still can't pinpoint which hot rod I liked the best—each one was designed so differently, and each had its own unique, interesting details. Mr. Zausner drives them all, which was so nice to hear.



The flawlessly executed Ardun-powered *Speedway Special* is Eric's concept of what a skilled Gasoline Alley machinist/mechanic could have built "back-in-the-day."

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If you've got an Arden equipped flathead, a Miller FWD-inspired grille, a Duval windshield, a Ross steering box and a set of Parnelli Jones wheels of course you'd have a custom tool set in the trunk to change the gears in the quick change rear end and in the steering box so you'd always be ready for the street, salt or dirt track.

If a by-stander only gets a glimpse at one of these works of art, it is a good day. We were given much more than a passing glance, so it was a great day! A big "thank you" goes out to Mr. Zausner and NVRG's Hank DuBois for making a terrific memory for all who attended this event!



Eric's 1934 Zephyr under construction at Moal Brothers. The boattail is reminiscent of mid-30s Duesenbergs and Auburns. Powered comes from a healthy nailhead Buick. Moal Brothers photo.



The interior of the Zephyr continues the Duesenberg/Auburn theme with this engine-turned dashboard and Cord inspired levers. The picture was taken when Eric had the Zephyr at the Fair Lakes Cars and Coffee one Sunday.

Spindizzies

By Ken Burns

I grew up building model airplanes (probably no surprise to most of you) and eventually graduated

from rubber powered ones to Cox or McCoy powered tethered models. I can still remember twirling in circles flying those things and feeling kind of dizzy after a successful flight. I defined successful flights as those where the plane ran out of fuel before I crashed it trying some new acrobatic maneuver. Little did I know that there was another whole world out there where I could get just as dizzy spinning around in circles with a powered toy race car.

Eric has probably the premier Spindizzy collection in the world, is a noted authority on them and wrote a book about them back in 1998 titled: [*Spindizzies: Gas-Powered Model Racers*](#). The following is a quote from Eric that appeared on the Hemmings blog, March 19, 2012.

(Begin quote) "At a small antique show in the mid-1980s, I spotted an old red model of a race car, with a working "airplane" engine for power. I'd never seen anything like it, but it was irresistible – big, well made and obviously a real racer, but in miniature. The dealer said it was a "Dooling." It didn't mean a thing to me, but I bought it on the spot. I was hooked. I have now been collecting for over 10 years and I'm still learning and opening shipping containers packed with new surprises – even though I now have over 300 cars!

These miniature vintage racers are also diverse – from early midget and Indy cars to sleek streamliners and innovative hot rods. Famous racers, big-time manufacturers and individual craftsmen of unparalleled talent combined to create a diversity of models that is staggering. And racing improved the breed.

From its start in the late 1930s until the hobby almost withered away in the mid 1950s, these miniature racers evolved as rapidly as cars in the real world – more powerful engines, more sophisticated suspensions and drive systems and improved aerodynamics. Spindizzies are a unique combination of racing history, Americana, art and automotive technology – and it doesn't take an aircraft hangar to house your collection!

This book has four very different objectives. First, it's a "cocktail table" book for car nuts, with lots of large full-color pictures. Second, I hope it will be a useful reference source, with all the major cars available to the author documented with pictures and key identification facts. Third, the early chapters highlight the evolution of the technology and paint a picture of some of the leaders in the hobby. Last, but not least, for the first time, an extensive summary

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Dizzy continued from previous page and display of English and European models is presented.

Finally, a word about the title. These cars raced initially on a tether (cable) anchored to a central pivot, and as speeds increased one needed to spin around to watch them – just like flying a model airplane with the same dizzying sensation – hence the nickname ‘Spindizzies.’” (End quote)

And a final word from me – Eric has donated many of his Spindizzies to The Henry Ford and the museum has digitized many of the cars and accessories. Click [here](#) to view The Henry Ford digitized collection of Spindizzies.



Eric talks with John Ryan at his desk which was made from the aileron from a C-119 Flying Boxcar.



Eric's desk was made from the inner aileron (circled).

Clem Actually Has the Last Word – Comments by Eric

By Clem Clement

Being a shy and unassuming guy I found it hard to talk with Eric but I finally got up the courage and here's what I learned:

Designed his own casket using an aircraft fuel tank. He is 6'1" and doesn't fit in a regular casket. It will be lined with Nomex cloth (fire and heat retard-

ant). It will have two gauges: altimeter and temperature gauge. If the temp is going down and the altimeter is rising, he is going in the right direction.

“When I got a little extra money I built the red cars; all were delighted except the ostrich.”

“I did not further auto technology; I just tried to design and build cars that could have been built, back in the time.”

Eric is retired from building cars and buying tether cars.

One foreign tether car frame was built of titanium in 1939.

One racer has Porsche Carrera valve chain bearings in its front wheels. That British car body was wood.

The unpainted car (*Steampunk. Ed.*) had just returned from Amelia Island. I heard Eric tell the fellow nearby that they would have to get some special cleaning compound and remove the rust. That car had a pitot tube.

OUT AND ABOUT

Old Car and Train Day 2015

By Clem Clement

It was a dark and stormy night before the OC&TD in Fairfax, VA. This time the situation here was so true. Usually we walk away from our months of preparations and go out for dinner the night before our big day. Not so on Saturday evening of Feb. 21. It was hot dogs and meatloaf in our living room for us. The snow began around 11 am Saturday morning and continued into the evening. Then we had some sleet followed by rain most of the night. We went to bed wondering... Sunday morning we peeked out of the bedroom window not knowing what to expect. And what before our wondering eyes did appear but a plowed driveway done by our lawn care service. Wahoo!



I did some detail shoveling as the warmer morning continued on next page

Out continued from previous page

ing breezes started a welcome melt. By noon the driveway was dry and free of snow and ice.

My lawn service also bladed the snow back from the snow berm along the street so guests could park and allow others to pass. As I was clearing the driveway entrance a commercial guy came by blading the street with an old ex-military 6-BY. I asked him if he would widen the berms along in front of my neighbors to relieve the parking situation. He did so and we had plenty of space for safe parking.

During weeks prior to Train Day, a gang of experts came over and helped me set up the train room as well as grab control of the excess fat pills and chili we seemed to have on hand. This effort was so important in getting the trains and accessories functioning correctly. The day focused both of us on the upcoming train day and gathered our thoughts on getting our home and us ready. Thanks very much team!!!

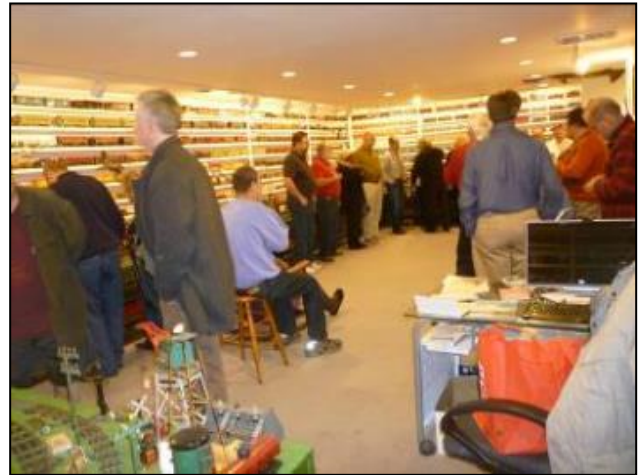
Thanks all who brought goodies to share. Golly there was plenty and so many wonderful choices. Lots of small gatherings occurred. Folks were chatting and catching up on winter happenings, coordinating future events and activities, seeing many old friends and making new acquaintances and catching-up on everyone's health, recent happenings and snow stories. That is the purpose of this cross-hobby event. We had train people from several clubs, car people also from several different clubs, as well as a neighbors and friends. They all meld together well and seem to have a great time.

Since the only old car out in the snow was my 1939 peepup truck and the Daytona 500 was on, den chairs were at a premium. I missed the start but did get to see snippets of the race and the green-white challenge at the end. (With the crowd in watching the race was I able to graze the food court unnoticed by my food warden).



I don't know what the problem was with the weather. My '39 truck made it out into the snow and back and proof is in the photo.

As I have done for many years, I continue to thank Jack Strange and the late Larry House who influenced me on the train room design. They both said to have an open area for folks to gather. For some magic reason the colors and types of trains and associated collectables fosters conversation. This again proved out Sunday. I couldn't get a word in edgewise.



I know better than to bring coffee up into my train room. I set my cup down on the train table left it and then the Blu Comet sequestration train blew through and the coffee went everywhere. Thanks to Kathie Gray for the cleanup job.

We were happy to see Vern Parker attending and offering his brand of wisdom and learned chatter. He was delighted to hear that Jim Gray and others are interested in resurrecting his Labor Day weekend car show.

New items to my collections include:

The Bauer Spiral Railway System came into my possession several years ago. It lay in a box waiting for me to have the time to assemble it. I had all the parts, but several of the solder joints were broken apart. Last fall I got after it, assembling it for the Fall WB&A train meet. It did well, but the cars got stuck part way down the track and some of the joints came loose. And on repair day Frank Hale worked the system over. He polished the wheels and straightening the track and lubed the car wheels with a dry graphic-based lubricant, plus fiddled with the track shape. He mounted the pulley in a better fashion. Glenn MacKinnon added the peeps to the car. Now the toy functions so good that even an adult can operate it properly! It was a big hit. I can't

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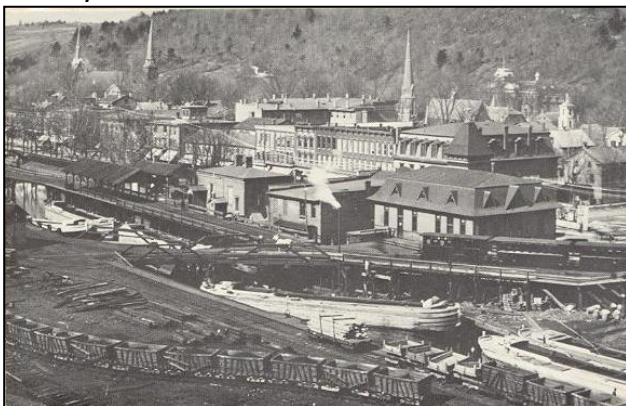
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imagine getting that toy as a kid! I'd have worn the wheels off of it... oh wait; I wore the wheels off of every toy I ever had.

Gay Harrington: We would be sending you a parchment emblazoned with documentations and certifications of your full qualification and excellent performance on the Bauer Spiral Railway System, but we is outta parchment and emblazoning tools. Several folks, including two kids, had a go at the fun 1920s toy.



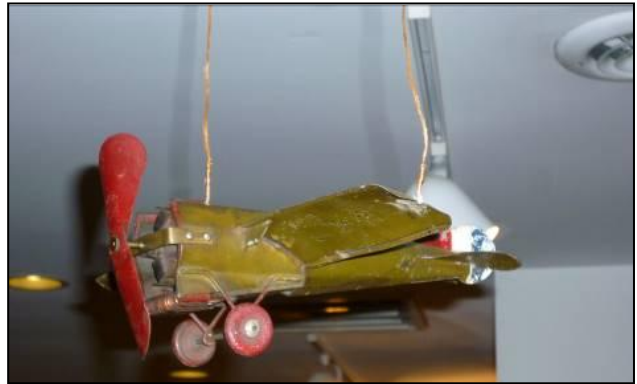
Clem is all smiles as he shows off his Bauer Spiral Railway System at an earlier toy train show.



Clem's Bauer Spiral Railway System is not just a fanciful toy that uses mechanical power to lift a train car and then gravity for the downhill run. There was an actual [gravity railroad](#) in northeastern Pennsylvania that transported coal from the mines in Carbondale to the Delaware & Hudson Canal in Honesdale. The Honesdale terminus is pictured above where coal is being offloaded into barges headed downstream to the Hudson River.

AERCo labeled aviation-related toys were built by A. E. Rittenhouse Co. I acquired this piece at a recent Greenberg show, not knowing what it was. It

hangs from a counterbalance beam hooked to the ceiling. I used a train transformer to provide low voltage power to the propeller. This plane's motor, built in the 20's, still functions. Not fast enough to move the plane, but enough to show off. This week a friend found out that the company also made a tin hanger for the plane so the search is on. Someone asked why a model this early was not a biplane? The answer is that the model represents the Spirit of St. Louis, flown from by Charles Lindberg from New York to Paris, May 20 -21, 1927.



The after-party party is also so special to us. Jim Gray, Franklin Gage, and others helped clean up as we chatted about who was here, what did we find out about and "Wha' hoppend!?" And how good all the delish food was! Among compliments we received about everyone's dish, Sally Batchelor's Praline smacker was highly touted! *See next page for recipe (Ed.)*. Did I mention Sandy's hot chocolate fondue???

Again, thanks all for attending and having a good time at the 42nd version of Old Car and Trains Day at Sandy and Clem's 2015.

Sandy and Clem Clement



Clem and Sandy were all smiles at their 42nd Old Car and Train Day.

FOR THE LADIES

Here's Sally Batchelor's Praline recipe that got rave reviews at Sandy and Clem's Old Car & Train Day

Easy Style Pralines

Makes 8-10 servings

Prep time: 15 Minutes

Cooking/baking time: 20 minutes

Cooling time: 1 hour

15 graham crackers
¾ to 1 cup pecans, chopped
1 ¾ cups light brown sugar, packed
2 sticks (1 cup) butter or margarine
½ cup semi-sweet chocolate pieces
½ cup white chocolate pieces
2 tps. oil, divided

1. Preheat oven to 350°.
2. Line a 15x10 jellyroll pan with aluminum foil and lightly grease the foil. Make sure the foil extends over the pan's edges so you can lift the pralines from the pan.
3. Place graham crackers in pan so they cover the surface.
4. Sprinkle with chopped pecans.
5. Bring brown sugar and butter to a boil in a saucepan. Boil for 2 minutes.
6. Pour brown sugar mixture over graham crackers in pan.
7. Bake at 350° for 10 minutes. Cool at least 30 minutes.
8. Microwave semisweet chocolate and 1 tps. oil in a microwave safe bowl for 30 seconds on high. Stir. Microwave on high again and stir. Repeat until smooth.
9. Drizzle melted chocolate evenly over graham cracker layer.
10. Repeat melting and drizzling procedure with white chocolate morsels.
11. Allow to completely cool in pan; lift bars out of pan using the foil. Break into pieces and serve.
12. Enjoy!

MEET YOUR NVRG DIRECTORS

Jim McDaniel
President

I grew up in the 1940s and '50s in what was then (but is no longer) a small town in southwest Florida –

Fort Myers. Our family home was about half-a-mile from Thomas Alva Edison's winter home complex, which also contained Henry Ford's winter home.



Henry Ford's winter estate in Fort Myers.

Our street was still dirt, we raised chickens in the back yard, owned a milk cow, and we burned our trash in the back yard. Cape Coral was a swamp where we used to gig for crabs and stingrays from a 14-foot skiff with a 7-HP outboard motor.

My first motorized vehicle was a 1957 red Cushman Eagle motor scooter that I got when I was 14, and when I turned 16 I got my first car, a black-and-white (black body-white top) 1951 Ford Victoria. For some reason (a fad back then I guess), the first thing I did was to remove its perfectly good grill. Why? Who remembers? It never went back on the car. It was certainly a different time back then, for in all the time I had the car, which I drove daily to high school, the keys always remained in the ignition. Practically all the cars parked in the school parking lot had the keys dangling from the ignition. I don't remember a car ever being stolen. It was definitely a different time.

After high school I attended Florida State University in Tallahassee in 1963, where I met this really cute blue-eyed blonde my freshman year – a true southern lady named Charlotte. We started dating. I worked various full-time jobs to help with expenses while also attending FSU full-time.

In my junior year in 1966, with money tight, I stayed out the second semester to work, with the intention of returning for the summer session. This was during the period of the military draft, but before the draft lottery, and within three weeks of not registering for the next semester I got my notice from the draft board. With help from an Army recruiter I was able to enlist for the Warrant Officer helicopter flight program. After basic training and

Meet continued on next page

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flight school, I was immediately assigned to Vietnam where I flew Huey helicopter “slicks” and armed Huey gunships.

Ten days after returning from Vietnam I married that cute blue-eyed blonde, and after a honeymoon in New York we moved to Savannah where I was a helicopter instructor pilot for the next three years. While there I took a direct commission from Chief Warrant Officer to First Lieutenant. My first son was born in Savannah, and when he was about a year old I came down on orders for another tour in Vietnam. I again flew helicopters and was in the same battalion I served with three years earlier, acquiring 1,700 combat flight hours during the two tours.

After that tour, and with the war winding down, I decided I liked flying more than just about anything else, so I decided to stay in the Army. I had a very satisfying 25-year career in the Army. Our second son was born in Germany during an assignment there, I received my bachelors and masters degrees while on active duty, and retired from my last Army assignment in 1990 as a liaison officer with the Federal Aviation Administration. When I retired, my FAA boss hired me to continue in the same job I was doing as an Army Lieutenant Colonel. I worked for the FAA in aviation research and development for the next 20 years, retiring from civil service in 2010.

In the 1980s I decided I wanted another 1951 Ford. I’ve always had a soft spot for my first car, so I started looking around for one. I finally found and bought an all-black 1951 Custom Tudor that was advertised in the Washington Post. I had never heard of the Early Ford V8 Club of America, but it didn’t take me long to discover it. I immediately joined.

I researched the “genealogy” of the car and traced it through the DMV back to a small town in North Carolina, where I discovered it had been a “fire car” for the local fire department. While all emergency equipment had been removed by the time I bought it, it still had the switch (or “button”) on the floor that operated the siren. It was similar to the high beam switch to the left of the clutch pedal. The “button” was about four inches above the high beam switch. During a visit to the NC town, from the widow of the earlier owner, I was able to acquire the actual red spotlight that had been on the car in the early 1950s. It was an unexpected find, and is now back on the car.

My brother was the fleet manager for the county vehicles in my hometown in Florida, including the

Sheriff’s fleet, and he found several original early 1950s Florida Sheriff’s stars (decals) in his warehouse. He offered the Sheriff’s decals to me and, since it had been an emergency response vehicle when it was new, I decided to restore the car as a Florida Sheriff’s cruiser. I acquired additional red lights, siren, and other emergency equipment from several different sources, painted the car as a black-and-white, and have now driven it as a Sheriff’s cruiser for the past 20 years or so. It really attracts a lot of attention and is an absolutely fun car to drive.

In 2013 I took what was, for me, the road trip of a lifetime. Along with Bill Simons in his 1949 Woodie, we joined a group from other Early Ford V8 groups driving cross-country. Bill and I drove our cars from Virginia to California for the National Show and Meet of the EFV8CA at Lake Tahoe, which was also their 50th Anniversary. I entered the car in the “Touring” class and wound up taking 3rd place. I didn’t think that was too bad for THE National meet competition, especially considering the car had just driven across the country. The car performed very well during the 6,000-mile road trip, and we spent a month on the road before getting back home. In the Eastern National Meet the next year I was surprised and delighted to take a first place in the Concourse Division.

I first joined the NVRG’s Board of Directors over 20 years ago and have been on the Board off and on through the years. Other positions I’ve held on the board include Secretary, Membership chair, Editor of the Valve Clatter, Vice President, and now President. What a great club this is!

CELEBRATING 75 YEARS OF THE 1940 FORDS

A Long Love Affair with '40 Ford Convertibles

By Von Hardesty

I thought folks might find this old photo of interest. I am on the far right, standing proudly next to my 1940 Ford convertible, which I had earlier driven from Ohio to Virginia. I had just started my career as a curator at the National Air and Space Museum. With some difficulty, I managed to secure a rental space in parking garage in Fairlington—it was not ideal, being open and unsecured, but the only option at the time for a new arrival living in a nearby apartment complex. For a season it worked for me and the Ford was not exposed to the elements. The photo was taken with two museum colleagues who joined me for a brief noon time drive that day.

75 Years continued on next page



I'd have a big smile on my face too if I owned a '40 Convertible. Ed.

This is the 75th anniversary for the celebrated 1940 Ford model year. Even then we were 1940 Ford enthusiasts. Three decades have passed since this photo was taken, which makes it an historical artifact of sorts.

The Ford in the photo above was my first 1940 Ford Convertible, which I purchased in the late 1960s. Just prior to taking this photo the car had been repainted in the original Mandarin Maroon color. I have some images of this car in the 1970s in Ohio, then in a tan color. The Mandarin Maroon paint job on this 1940 Ford made a dramatic change, but it still required some mechanical attention, being a driver, certainly not a show car.



What could be more iconic of the 1940s than a fedora and a '40 Ford?

Sadly, for all sorts of reasons, I sold that Ford. Then, around 15 years later, I purchased my second 1940 Ford convertible from a friend in Pennsylvania (part of a trade). He had restored this car in a professional way, earning a Dearborn award. I still have this car, happily, now the gem in my small collection, an expression of my enduring passion for this model year. I have attached a photo of my current 1940 Ford on a drive through the historic

district of Staunton.



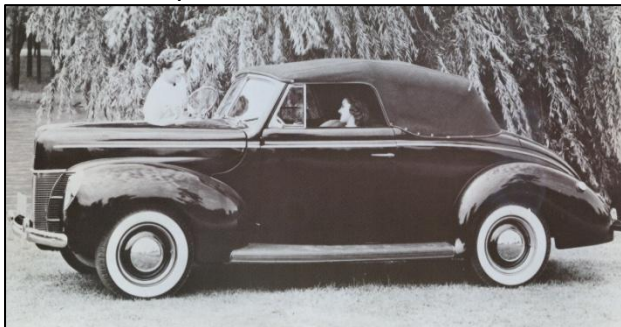
The last photo shows the same car as it appeared in February, 1957 in Pennsylvania on a cold winter day: at that time, the Ford was someone's regular transportation, a car you could buy for \$200-\$400.



Here are a couple of Ford Motor Company publicity photos of their new 1940 Ford Convertible. Ed.



1940 Fords are previewed at the Detroit Auto Show, Fall 1939 .



This publicity photo appeals to the tennis playing folks.

MARCH MEETING

Getting Ready to Hit the Road

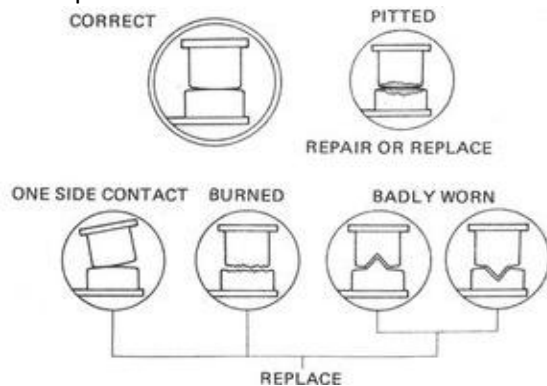
By Editor

The topic of our March meeting was *Spring Tune-Up Review: What Your V-8 Needs After Its Long Winter's Nap*. Only those among us who are pathologically optimistic could see that the end of winter was approaching and we should be planning ahead for the upcoming tour season. Those in attendance heard Eric Sumner expertly cover everything you need to know before hitting the road for the first time this year:

- ✚ **Spark Plugs** – what to look for, what indicates potential trouble, what a plug from a healthy flathead looks like, the correct gap and replacement plugs beyond H-10s.



- ✚ **Distributors, points, rotors and caps** – what to look for, visible signs that these components need to be replaced, what a properly aligned set of points looks like.



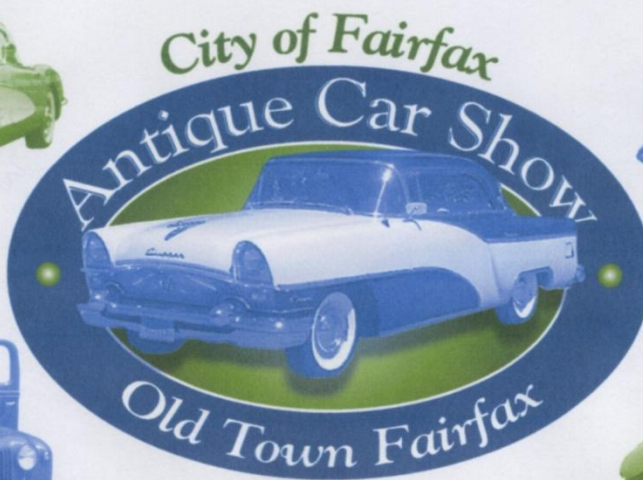
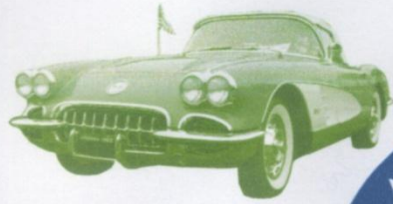
- ✚ **Coils and condensers** – you can't tell much by looking at either of them, but they're critically important, NAPA replacement numbers and good coil rebuilders or a replacement modern

coil set-up.

- ✚ **Distributor set-up** – unless you've got a '49-53 motor you'll need a special fixture to properly set the dwell on your distributor.



- ✚ **Electrical system** – check the wiring for cracks and fraying, lots of replacement harnesses available, lighting from front to back, how to enhance those dim headlights and taillights, a good ground connection is essential, battery condition and water level, 6 volt (they're heavier gauge than 12 volt) battery cables, corrosion, cutouts and regulators.
- ✚ **Wipers** – yes, again just in case you missed last month's program. Rainex when all else fails.
- ✚ **Gasoline and the dreaded ethanol** – is your fuel fresh and did you use a stabilizer? Check those lines and especially hoses; remember that your fuel pump is really a vacuum pump trying to suck fuel uphill so the smallest air leak will put you on the roadside. Clean tanks and fuel filters.
- ✚ **Engine oil** – it's cheap so change it. Lots of options – synthetic vs petroleum-based, multi viscosity or not, detergent or not, what to stay away from.
- ✚ **Transmission and differential** – check them, refill as needed or change if you can't remember ever changing the fluid. Stay away from GL-5.
- ✚ **Cooling system** – check your hoses and fan belt/s, radiator for bugs and other debris, coolant level, stay away from the OATs.
- ✚ **Steering and suspension** – the steering box needs oil also, looseness or play, lubricate the chassis. Check everything for looseness.
- ✚ **Tires** – cracks and weather checking, inflation, unusual wear, tread depth, don't forget the spare.
- ✚ **Brakes** – if it won't start that's a problem – if it won't stop that's a real problem. Check fluid, add fluid if needed. Better check to see if there's a leak, if the pedal firm or spongy, don't forget the emergency brake.
- ✚ **Your best friends on the side of the road** – a fire extinguisher, a smart phone and a club roster.



Saturday May 16, 2015

10:00AM - 3:00PM

LOCATION: CITY HALL

(Between Rt. 123 & University Dr.)

10455 Armstrong St. • Fairfax, Virginia
Historic Old Town Fairfax—A Sense of Place

Live Bluegrass Music & Food!



Presented by:
Northern Virginia Regional Group
of the Early Ford V-8 Club
City of Fairfax
Downtown Fairfax Coalition
Sundog Productions

A portion of the
proceeds are donated
to the Armed Forces
Retirement Home
in Washington, DC

Come See the Model-T Ford Reassembled in 15 Minutes!



Disassembled 1926 Model-T Ford...



Getting it together...



SHE RUNS!

Saturday May 16th at 1:00PM

Don't Miss this Extraordinary Demonstration!

For more information go to: www.visitfairfax.com or www.nvrg.org • email: info@nvrg.org



Charlotte Swap Meet Spaces April 9-12

- I have 4 vending spaces in Orange Field and cannot attend the event this year. Looking to recover my face value of \$440.00. Call or email **Nick** @ 703-966-8422 or nta1153@verizon.net
- There is a good possibility that I may not use my single Blue Field space. If anyone wants it, I would like to recover the \$120 I paid for it. Alan Whelihan, 301-874-5464 or awhelihan@netzero.net

Vehicles For Sale

- 1950 Ford Tudor – owned by former NVRG member – located in Staunton, VA. JoAnn Pendley, 540-324-0152. 70 Koogler Hill Lane, Staunton, VA 24401-6900 04/15
- 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 01/15
- 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. **Priced Reduced to \$15,900 OBO.** **Bill Tindall** 804-818-3595 (H) or cell 804-972-9570 or earlyfordguy@yahoo.com 01/15
- 1951 Ford F1 Panel Truck – All original V-8 flathead survivor. Needs mostly cosmetic body work and paint but no large dents or structural problems. Runs great! Much ground-up mechanical work already completed. I've **reduced the asking price to \$8,500** to promote a quick sale. Contact me for pictures and a list of all the mechanical/electrical

resto items that have been done. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630. alfromva@aol.com, 540-635-6865 (H) or 703-408-8372 (C) 01/15

Parts and Miscellaneous For Sale

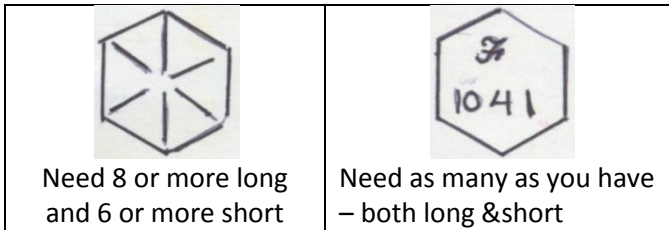
- Set of 4 used Coker WWs and tubes, 6:00x16, low miles, good tread, no dry rot. **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 4/15
- Transmissions: '49-'50 overdrive, '51 overdrive, '56 H.D. (292"-312"), '75 automatic (Windsor). Engines: '86 T-Bird Ford 5.0L (302"), '74 Mercedes engine and trans, includes all accessories and cats. Misc: '49-up starters and generators, '49-53 water pumps. Much more, just ask. **Steve Groves** – 301-530-7411 before 9:00 pm. 03/15
- 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, 01/15
- Bumper type tow bar, \$50. ½" drive air impact wrench, \$10. 3/8" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 9/14
- 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

Automart continued on next page

Automart continued from previous page 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

➤ 8BA script head bolts – see images below. Must be in excellent shape. **Steve Groves** – 301-530-7411 before 9:00 pm. 03/15



- For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 12/14
- 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
- Driver quality 35-36 Pickup. Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 01/15

14th Annual Spring Poker Run and Scavenger Hunt



Larrie Martin and sisters Jeanette and Karen had a great time on last year's Poker Run.

Dig 'em out, Dust 'em off, Blow 'em out, Shake 'em down

If none of these work, drive mama's car, your commuto-wagon, even Brand X, or anything else that will move under its own power, but for goodness sakes join us for our first road trip of the year:

Saturday, April 25, 2015

9:00 a.m.

Depart from Fair Oaks Mall
(across from the Marriott Hotel)

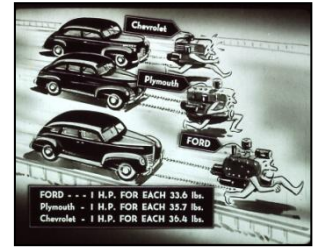
- ✚ Travel some of Northern Virginia's lesser-known roads
- ✚ Prizes for the best poker hand
- ✚ Prizes for the scavenger run (remember – the judge's word is final!)
- ✚ Lunch in a quaint setting with a great view
- ✚ Return home independently after a fun filled day of **Early V-8ing**



Last year's happy winners.



NVRG Calendar



<u>April 2015</u>	
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: 1940 Fords, Lincolns and Mercurys: <i>Dawn of a New Decade</i> – presented by John Sweet and Cliff Green. Refreshments: Keith Randall
16	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
18	Small Parts Day – hosted by the Model A Club at Janet Merkel’s farm in Bowie, MD. Carpool departs Fair Oaks Mall at 8:00. Contact Clem Clement clem.clement@cox.net if you plan to attend.
25	14th Annual NVRG Poker Run – See page 16 for more details.
28	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>May 2015</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Buying an Old Ford: What I’ve Learned. Bring your own story and pix to share everyone – Refreshments: David Blum
16	NVRG/City of Fairfax Car Show – open to all vehicles 25 years and older. To volunteer to help contact Dave Westrate dlwbaw@aol.com or (703) 620-9597. See page 14 for more info.
TBD	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
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26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>June 2015</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: You Bought it! Now What: Restoration 101: Tricks and Tips. Refreshments: Rob Pond
8-11	<u>2015 Eastern National Meet</u> – Concord, North Carolina
21	Father’s Day @ Sully – Join us for the annual NVRG picnic under the shade of the old oak tree.
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. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
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Down the Road



- ✚ **July 18-19 – USMA Rendezvous** – Contact Jim McDaniel for details
- ✚ **August – NVRG Family Picnic**
- ✚ **August 26-29 Motorfest 6** – Early Ford Foundation Museum – Auburn, Indiana
- ✚ **September – NVRG Drive-In Movie Night**
- ✚ **October 3** – Marshall Ford’s 100 Anniversary Celebration – Marshall, Virginia



2015 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
At Large	Dave Gunnarson	703-425-7708	Property/Refreshments	Mark Luposello	703-356-3764
Membership	Gay Harrington	703-888-0180	Historian	Don Lombard	703-690-7971
Programs – Team Lead	Joe Freund	703-281-6282	Webmaster	Cliff Green	703-426-2662
Programs – Member	Eric Sumner	703-860-1916	Newsletter (Valve Clatter)	Ken Burns	703-978-5939
Programs - Member	John Sweet	703-430-5770	Sunshine Committee	Keith Randall	703-913-5655
Fairfax Show Dave Westrate 703-620-9597					

April Program: 1940 Fords, Lincolns and Mercurys

Mark your calendar! The March Meeting is on Tuesday, April 14th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA

Keep Bringing 'Em Back
**TO FORD
 IN '40**



FIRST CLASS MAIL

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