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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

Dawn of a New Decade

The 1940 Fords, Lincolns and Mercurys

By Wayne Chadderton



In Atlanta, Georgia, a brand new 1940 Lincoln Continental Cabriolet leads the December 1939 celebration of the premier of *Gone with the Wind*. At the 12th Academy Awards held in 1940, it received ten Academy Awards from 13 nominations, including wins for Best Picture, Best Director, Best Adapted Screenplay, Best Actress and Best Supporting Actress. It set records for the total number of wins and nominations at the time. When adjusted for monetary inflation, it is still the most successful film in box-office history.

Our April meeting was a celebration of the 75th anniversary of Ford Motor Company's 1940 line of new cars. The celebration was led by John Sweet and Cliff Green. John began with a summary of significant events that occurred in 1940 such as *Gone with the Wind's* domination at the box office and the Academy Awards. It was the year that Tiffany & Company moved to the first air conditioned store in the country at 727 Fifth Avenue establishing that area of Manhattan as the city's most fashionable shopping district. In automobile related news the Pennsylvania Turnpike opened on October 1, 1940. During the 1930s the Pennsylvania Turnpike was designed to improve automobile transportation across the mountains of Pennsylvania, using seven tunnels built in the 1880s for the abandoned South Pennsylvania Railroad. The turnpike ran between Pittsburgh and Harrisburg as the first long-distance, limited-access highway in the United States.

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Up Front with the President



May 2015

How delightful the weather's been the last few days. We're finally getting back into the warmer temperatures, with some rain to help the lawns and gardens come back to life. I suspect we're all ready to see this winter behind us and to get our cars back out on the road.

I don't normally talk about myself in these messages, but I'd like to acknowledge all the well-wishes, the calls, cards, visits, and e-mails expressing concern following my recent open-heart surgery. I had a leaking mitral valve repaired and a "Maze" procedure to correct my atrial fibrillation (A-fib). I'm about two weeks out of surgery now and my recovery is coming along quite well. Both procedures were apparently successful, but more time is needed to be sure. One remaining issue is getting my low blood pressure resolved, and the doctors are working on getting the medications and dosages right. The recovery will take awhile before I'm back to full speed, but I'm pleased with the outcome of the surgery and the recovery. I offer my sincere thanks to **Bill Simons** for stepping up and assuming my duties as President until I'm able to return.

I now have a much greater appreciation for the surgery **Jim Cross** went through several months back, which was very similar to mine. I talked with Jim before my surgery and he was doing very well at the time. I think we're both on the road to full recovery. I'm delighted that **Jim and Edna** have agreed to host our summer picnic at their farm. Stay tuned for details to come later, but pencil in the picnic for Saturday, August 29.

Although I was unable to attend because of my surgery, I'm told our annual NVRG poker run was great fun for those attending. The day was cloudy, but the rain held off until all participants had a chance get home safely. They had a great lunch at the end of the poker run at The Hunter's Head Tavern in Upperville, Virginia. Club members **Wayne Chadderton**, **Bill Simons**, and **Hank Dubois** planned the various aspects of the poker run.

Our May program promises to be an interesting one on "Buying an old Ford, Mercury, or Lincoln." All attending members will be asked to share their experiences in purchasing their cars. Some of us did very well, some of us not so much. Even if you're not anticipating buying another Ford any time soon, there will definitely be lessons provided that we can all learn from.

Our fall tour is being planned now and will be a road-trip to beautiful western Maryland and southern Pennsylvania. The dates are October 23, 24, and 25. **Wayne Chadderton**, **Don Lombard**, and **Bill Simons** are planning and coordinating the tour.

It's not too late to register for the 2015 Early Ford V-8 Eastern National Meet in Concord, North Carolina. The dates are June 8-11.

Don't forget to attend the Fairfax Car Show on Saturday, May 16, that we co-sponsor each year with the City of Fairfax. **Dave Westrate** is again handling all the details and is single-handedly responsible for making this a great show for our Club. Dave of course gets a lot of support from many club members who work the show with him, but without Dave's leadership, it just wouldn't happen. Thanks again, Dave.

And finally, a special thanks to **Gay Harrington** for taking the lead to get **Dick Lebkicker's** collection of Cadillac and LaSalle material to the Potomac Region Cadillac/LaSalle Club. I'd mentioned this in an earlier message, and your BOD agreed it would be appropriate to donate Dick's Cadillac literature to the Potomac Club. Some of the material is quite rare. They were very appreciative and, to quote from Gay's message to me, **Vince Tagliano**, the director of their club, was "grateful for everything and said several times how nice it was of our club to think of them and pass these on to keep them alive." Details coming later for our August Ice Cream Social and auction in which Dick's V-8 literature will be put up for auction for our Club members.

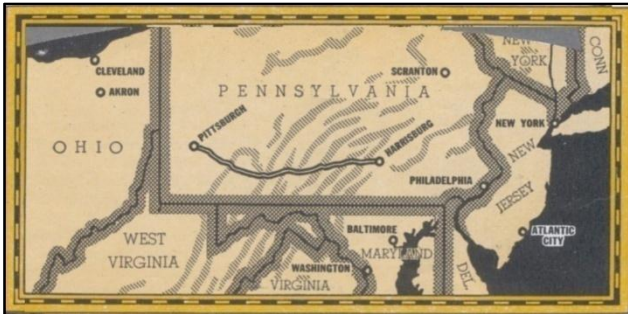
Jim

Jim "High Sheriff" McDaniel

1940 continued from front page



Ford COE dump trucks were used by Pennsylvania Turnpike contractor Nello L. Teer. *Ford News*, October 1940 image.



Map of initial portion of turnpike. *Ford News*, October 1940.

The Pennsylvania Turnpike led the way to the construction of other limited-access toll roads and eventually the Interstate Highway System.

Despite continuing labor unrest since the “Battle of the Overpass” in 1937, Ford still remained a non-union auto manufacturer until May, 1941. Even with labor problems in 1940 Ford, for the second year in a row, was able to increase output from 1938’s abysmal low point.

	1938	1939	1940
Ford	410,263	487,031	599,175
Lincoln	19,527	21,133	24,712
Mercury	-	69,135	82,770

The topic then turned to the 1940 Fords and Cliff. Ford held a media day for the automotive press at the Ford Rotunda on October 2, 1939, and a few days later Ford Branch Offices previewed the new lineup to dealers.



1940 Fords, Lincolns and Mercurys on display in the Rotunda.

For the first time Henry moved the public introduction of his new models up to October 6, 1939, to coincide with the National Auto Show being held at

the Grand Central Palace in New York City. However, rather than participating in that show, Ford opted instead to hold its own “Automobile and Style Show” in the Grand Ballroom of the elegant Hotel Astoria.

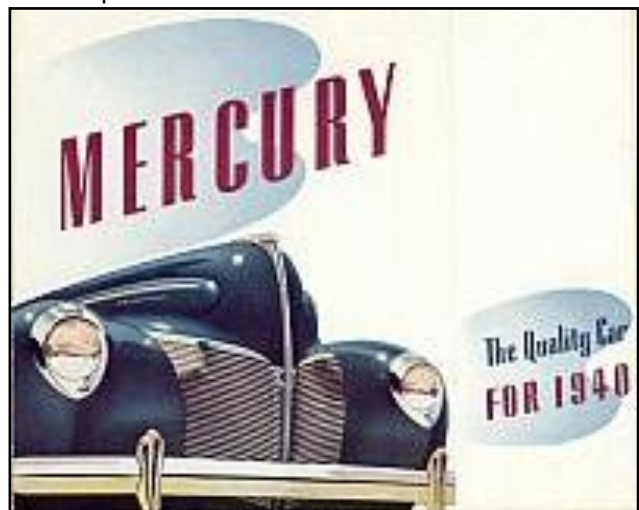


Ford billed its cars as the “Style Leaders for 1940” in the swanky Hotel Astoria ballroom.



A Lincoln Continental Cabriolet (L) and Lincoln Zephyr Convertible on display in the ornate Hotel Astoria ballroom.

Next John walked us through the new 1940 Mercurys which Ford billed as the “Quality Car for 1940.” In its second year, Mercury added a new model, the 4 door Convertible Sedan and made minor updates to the 4 models introduced in 1939.



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Changes included: new front end styling featuring stainless steel headlamp bezels and sealed beam headlights; a steering column mounted "finger tip" gear shift lever; restyled diagonal flush mounted taillights; front vent windows; a carpet lined trunk with clock spring hinges; and an all-new instrument panel and steering wheel.



Cliff came back with information about the virtues of the "Style Leaders for 1940." The ad below shows various advertizing materials the Ford and Lincoln/Mercury dealers could purchase to help boost sales of the 1940 models. Notice the pamphlet in the top center lists "22 Important Improvements" for the new Ford.



Comfort improvements included:

1. More room inside (seat backs were thinner and spare tires on Woodies were now mounted on the tailgate instead on the back of the front seat)
2. New controlled ventilation
3. New ride-stabilizer (added to the front only)
4. Improved spring suspension
5. Self-sealing shock absorbers
6. Two-way adjustable driver's (seat the seat rails were higher in the front then the back)
7. New-type resilient front seat backs and #8. New "floating edge" seat cushions. (to make up for

thinner seats)

Convenience improvements included:

9. Finger-Tip steering post Gearshift
10. Engine more accessible
11. Two-spoke steering wheel (goodbye beloved banjo wheel)

Style improvements included:

12. New exterior beauty
13. New interior luxury
14. New instrument panel (no longer round)

Silence improvements included:

15. Improved soundproofing
16. "Easy-shift" transmission (rubber insulators in the shift linkage instead of a direct shift lever in the passenger compartment)
17. New design curved disc wheels
18. Improved drums for big hydraulic brakes.

Safety improvements included:

19. New Sealed-Beam Headlamps
20. Dual windshield wipers mounted at base of windshield
21. Bigger battery capacity, larger generator (to handle sealed beam headlights and more antcipied night driving)
22. Battery Condition Indicator on all models (instead of an ammeter)

Cliff continued with images from the rare and desirable dealer's showroom "Quality Group" spiral-bound folder, various 1940 Ford brochures and advertisements. One of the brochures makes clear that Ford had renamed its product line for 1940 – there were now the De Luxe Ford V-8s and the Ford V-8s (previously referred to as the Standard).



The 1940 De Luxe Ford V-8 above and the Ford V-8 below



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Cliff noted that 1940 Woodies were caught in “designation limbo.” Although they were identified with the 01A designation they weren’t included in the dealer’s 1940 “Quality Group” passenger car folder nor were they included as part of the 1940 Ford Trucks and Commercial Car document – they ended up with their own separate brochure. Also among the literature that Cliff mentioned were documents to advertize various dealer-install accessories, a significant profit center for dealers.



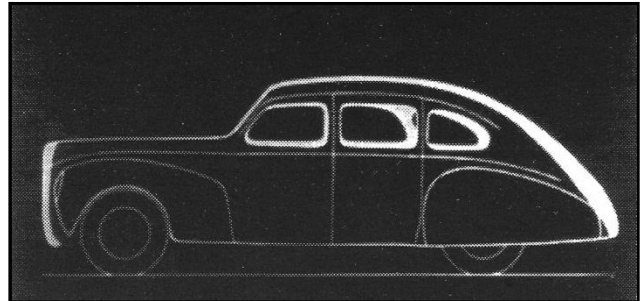
Count the accessories shown on the cover of this 1940 Ford accessory brochure: double-sided white wall tires, stainless steel inner beauty rings, fender skirts, radio, spotlight, bumper wing tips, grille guard, driving lights, and license plate frame. Phew!

John once again took over and told us about things in Lincoln’s side of the house – “the end of an era” as he put it. First off, the big, beautiful Lincoln K took its final breath. Although there were several 1940 Lincoln Ks sold they were merely leftover and re-titled 1939 vehicles. Numerous market factors conspired to kill of the big K cars (by 1940 most of the fabulous high-end car marques had already folded) but two of the most prominent reasons were that the market for expensive custom-bodied cars had dried up and more and more car owners, including women, became owner/operators. As Edsel Ford said “We did not stop making luxury cars, people just stopped buying them.”



An exceptionally rare ad showing a 1940 Lincoln V-12

As we all know, John is a big admirer of E. T. “Bob” Gregorie and he now walked us through major changes made to the 1940 Lincoln Zephyr and the addition of the Lincoln Continental as a production model using factory design studio photos.



The 1940 Lincoln Zephyr is 30% larger than its 1939 predecessor.

The Lincolns also had improvements similar to the Fords and Mercurys: sealed beam headlights and column shifts being the most consequential. Less noticeable, but probably equally important from the owner/operators view point, the larger 1940 Zephyr had the spare tire in a compartment in the trunk rather than on the cumbersome trapeze mount.

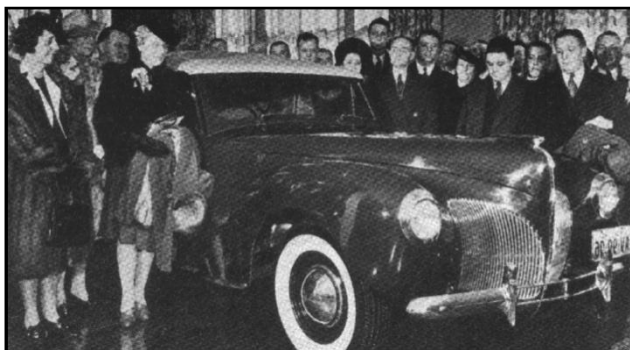


John followed with lots of images from dealer brochures and explained many of the features of the new Lincoln and Continentals. He also showed us a photo of the only “milestone” Lincoln ever built – a 1940 Continental celebrating Lincoln’s 100,000 car. To get a sense of sales volume for Lincolns just look at what milestones Ford was celebrating at this time – the 28th million Ford was built in 1939 and the 29th million Ford was built in 1940. Both were shown at the 1939-40 World’s Fair in New York.



Ford’s 28,000,000 milestone car at the 1940 World’s Fair.

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The 100,000th Lincoln produced since Ford bought Lincoln in 1921.

To wrap up their presentation Cliff shared several of his favorite 1940 Ford photos with us.



Cliff's says this is his favorite 1940 Ford picture. He got it from Von Hardesty. The car is on the Eastern Front and was probably captured by the Nazis as they overran Eastern Europe.



This picture from an ad, features Cliff's favorite model year and his former employer.



One of the editor's favorite 1940 Ford photos.

John and Cliff's slide show presentation was interesting and informative. I thank them for a great job.

14th ANNUAL NVRG POKER RUN

A Day in the Country

By Editor

Boy, it doesn't seem like 14 years have passed since we held our first Poker Run. If you haven't been on one then you've missed some really great times. I missed last year's event because the engine in my Woodie decided to swallow a valve the night before the run and I was just too despondent to drive a modern car. This year was different. I had the Woodie up and running last Fall and had put a few miles on it including driving it to the Armed Forces Retirement Home in early October. The Poker Run would be the first opportunity where I'd be able to drive it for any extended period of time over some of the beautiful country roads out to the west of us.

As usual the group gathered at Fair Oaks Mall to socialize and await the start of run. Those present included David & Norma Blum (1939 Zephyr Fordor), Leo & Kathy Cummings (1950 Mercury Monterey), Frankie Martin and brother-in-law Ron Sasher (1951 Custom Tudor), Hank and Cindy Dubois (1935 Three Window) and Helen and I in our 1941 Woodie. Other folks included Bill & Liz Simons (minus their 1949 Woodie – a long and strange story) and Wayne & Jane Chadderton (his V-8s remained at home while he continues recovering from thumb surgery).



Poker Run organizers Bill Simons, Hank Dubois and Wayne Chadderton get ready for us to purchase our the poker hands and launch the first car down the route.

The weather was about 40° when we started the run. I looked at it as a blessing to put 100 plus miles on the new motor on such a nice cool day – Helen not so much in our drafty Woodie. Fortunately the heater was in fine working order so we were just

Poker continued on next page

Poker continued from previous page fine.

Cards and first leg instructions in hand, I was ready to hit the road and enjoy the day. The only problem was that the engine turned over extremely slowly and didn't seem like it wanted to start. A little push from our friends, a successful jump start, and we were off. We soon found ourselves driving through the Manassas Battlefield Park to the first card stop at the Groverton Cemetery. From there we headed further west, proceeded through Haymarket on Route 55 until Broad Run where we left 55 and stopped for our second card in front of the beautiful historic Little Georgetown Episcopal Church of our Savior.



The Red Buds and other flowering bushes were just beginning to bloom on this overcast and chilly day.

Once on the road again we meandered South through the countryside on some of truly scenic roads. Everywhere you looked the hills and fields were bursting into colorful bloom. Eventually we found ourselves on Business 29/211 in Warrenton headed to our next card stop where 29 and 211 split.

Leaving this card stop we got to explore Waterloo Road, Lower Waterloo Road and Old Waterloo Road. Probably a good name for the roads – many a modern car has probably come to grief on these twisty-turny, bump and sometimes unpaved roads. Good old Henry's buggy spring suspension was right at home. I will confess that David Blum told me that he would no longer harass me about a tour I planned about 20 years ago that took us unexpectedly onto some unpaved roads just to the West of Dulles Airport. Yes, for those new to this area, there were lots of unpaved roads out in that area before eastern Loudon County was overrun with townhouse developments. I was saddened to have to pass the "Worst Road Ever" mantle over to Bill, Hank and Wayne! Anyway, Helen and I eventually found ourselves heading north on Leeds Manor Road through more beautiful countryside for a card stop at the Orleans country store.

Once back on Leeds Manor Road we passed

[Edgeworth](#), established in 1775, the home of late NVRG members Jack and Peggy Pixley. As we passed we noticed a For Sale sign on the roadside. For those of us fortunate to have visited Edgeworth when Jack and Peggy were alive you know just how much history is wrapped up in this house and property. Edgeworth began with a small log cabin built in 1759 by a relative of Chief Justice John Marshall. The cabin has been encapsulated within the current manor house.



We continued to meander through beautiful Fauquier County roads and by ways, eventually passing through the town of Marshall, home of Marshall Ford, currently celebrating its 100th anniversary. It's the oldest continuously operating Ford dealership still operating in its original building in the country. We headed north out of Marshall on Rector Town Road toward our final card stop. Continuing north after picking up what we hoped would be cards to complete our winning poker hand we eventually ended up in Upperville at the Hunter's Head Tavern, our stop for lunch. Fortunately, we had a private dining room on the second floor rather than tables out in the covered patio – they would have been nice on a warm and sunny spring day but not so desirable on this cool and cloudy day.



Our group settles in for lunch: Frankie Martin, Helen Burns, Liz & Bill Simons, Cindy & Hank Dubois, Wayne & Jane Chadderton, David & Norma Blum and Ron Sasher. Not pictured: Leo & Kathy Cummings.

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Poker continued from previous page

Once lunch was finished we got down to the serious business of grading out our scavenger hunt answers and opening our poker hands. Along the way Helen and I noticed that sometimes Frankie Martin was in front of us and sometimes he was behind us. How'd that happen? Scavenger hunt rules ban the use of cell phones but there's no prohibition against stopping or going back if you think you'd missed a clue. Frankie and Ron were much more diligent than many of us; if they missed a clue they went back and searched for it until they found it. Their persistence paid off with the largest number of correct answers and a cash reward. Once the scavenger hunt was settled we turned our attention to the poker hands. There were lots of "ohs", "ahs" and groans as we opened the card envelopes. In the end Leo & Kathy Cummings cleaned up by holding the two highest hands and claimed both cash rewards.

After the festivities end we wandered outside and prepared to head home. Once again the Woodie cranked over extremely slowly and was reluctant to start. A little troubleshoot traced the problem to a loose battery connection. Once tighten I had no trouble firing up the flathead. I guess I should have paid more attention to the March program about getting your car prepped for the tour season!



Some of our trusty navigators: Kathy Cummings, Cindy Dubois, Jane Chadderton and Helen Burns about to head home.

Special thanks go out to Bill Simons, Hank Dubois and Wayne Chadderton for organizing this fun event. As Leo Cummings put it in his email to Bill, Hank and Wayne on the Monday after the Poker Run. "Bill Simons, Hank Dubois & Wayne Chadderton, We want to THANK YOU gentlemen for taking 'Your Time' to put together this Year's E.F.V-8 RG-96 POKER RUN and providing NO RAIN until after we all got home. It was as always a lot of fun, many new

sites and different roads that I've never been on before in my 56 yrs. as a resident of Va. "

/s/Leo & Kathy

NVRG WORK PARTY

Getting Dennis Murphy Back on the Road

By Cliff Green

One reason to be a member of the NVRG is the wealth of knowledge that can be tapped and utilized. Such was the case of Dennis Murphy who recently bought a '37 pickup at auction on a whim - because he liked the red and black combination and the chromed grille. Knowing nothing about early Fords, he was fortunate to run into Model A Club member Paul Gauthier who told him about our club.

I sat next to Dennis at the April Caffeine Double Clutch Breakfast and he told me that he was going to have a Jerr-Dan take his truck out to Aldie and have it worked on. Nothing doing, I said. I'll organize a work party to come over and check it out.

I enlisted Bill Selley, Ken Burns and Keith Randall to gather up the necessary equipment and we went over to Dennis' house in Oakton. The issues were:

1. Dennis' eight year old grandson had lost the keys - Ken took out the ignition lock cylinder to reveal the inscribed tumbler code and hopefully get a set of keys cut locally. With the ignition lock cylinder out of the way the steering column was unlocked by moving the sliding lock bar with a screw driver. We could now roll the truck outside. We originally intended to jump the back of the ignition switch until Keith discovered the keys under the truck!

2. The emergency brake would not hold. Keith and I discovered that since the truck was converted to juice brakes, the emergency brake cable had to be jury rigged and there was too much slack remaining to hold the brakes. A new cable has to be made up.

3. Truck would not start. The plugs were cleaned. I had made up an 11A distributor for replacement along with a coil and condenser, but this was a '36 engine with a domed coil! We tried to get it to turn over, but the battery was weak. Bill's battery was not up to snuff either. So off we went to the battery store and after lunch on Dennis, we installed the battery and it fired right up!

4. Gauge issues - neither the oil pressure, temp or fuel gauge registered - issue for another day.

The 1937 flathead is an unusual bird - only pro-

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 duced about a year. This was the first year for the water outlet in the middle of the heads and the water pumps on the block. 221 cubic inches with 21 studs and 18 mm plugs - in '38 it went to 24 studs and 14mm plugs. The cast heads on the '37 are interchangeable side-to-side while the '38's are not.



Cliff Green, Keith Randall, Bill Selley and Ken Burns with the now healthy patient.

Connecticut. Our son-in-law, Eric Sumner, and daughters Nancy and Beth went with us to pick up the Deluxe. Both restoration projects have been a lot of fun.



1939 Standard



1939 DeLuxe

I have served as our Club's President. I have coordinated the Fairfax Car Show for 18 years, which club member, Tom Shaw, helped establish. I retired from DEA in 1999 and then spent 12 years as the Chief Operating Officer for a federal security contractor with 3,500 employees. We finally retired for real in 2012.

MEET YOUR NVRG DIRECTORS

Dave Westrate

Fairfax Show Chair

Barbara and I met while at Michigan State University. She majored in Business Administration, while I majored in Police Administration. I graduated in 1964 and joined the Drug Enforcement Administration as a Special Agent. I was assigned briefly to Detroit and then on to Los Angeles. While in Los Angeles, I joined the Marine Corps Reserve for a six year tour of duty. We married in 1966, and our lives carried us from Los Angeles to Washington, D.C. on to Miami and back to Washington.

I held many positions at DEA during my 37 years, including Special Agent in Charge of the mid-Atlantic states and as Deputy and Chief of Operations worldwide for nine years, during which I traveled to all corners of the earth and testified in Congress 42 times. Along the way we were blessed with three daughters and ten grandchildren.

My last five years with DEA were spent as the Agent in Charge of the DEA Training Academy, which is co-located with the FBI at Marine Corps base Quantico. There, among other things, we supervised the construction of a \$35 million Training Center - complete with a 250 bed dormitory.

While looking for a new vehicle to commute to Quantico, we discovered the 1939 Standard Station Wagon in Leesburg and the Ford phase of our lives was born. Not long after finding the Standard, we bought the current 39 Deluxe project in Mystic,

CELEBRATING 75 YEARS OF THE 1940 FORDS

Tales of Clem and his 40MERC

By Clem Clement

The story about me having 10 girls in the 40Merc might not be exaggeratedly true: coulda been 14... I was working at the local YMCA Camp and we loaded some girl counselors in the Merc to go to town for ice cream sodas.



Life Guard Clem, reporting for duty, Sir!

There was jocularity abounding. I swerved a little to miss some pot holes on the local road and a Statie stopped us. (I claim he was checking out my passen-

40Merc continued on next page

40Merc continued from previous page

gers.) So he fussed at me for "having too many girlz aboard!"

Previously I have written about the purchase of the 40Merc for \$25 and the tow trip home. That trip lays so sweetly on my mind. Daddy came to Stevens Institute of Technology and we hooked up the dead 40Merc to his 55 Ford Custom. Daddy sold fence and wire rope products so he had a fine tow cable (I still have it.) I had never been towed before so Daddy said he was to pull and I was to brake both cars. I never checked my brakes. On the down hill street from the School in traffic some slack got in the cable and when it went tight, the welded trailer hitch on Daddy's car snapped off with a lotta noise. So here we are...I wrapped the tow cable around something, probably a bumper brace and off we went; Daddy in the lead with a bent bumper. This trip was from Hoboken NJ, down R130 to Woodbury in traffic. I was hanging on and singing about my plans for the 40Merc to include 17 girls aboard. In Metuchen, NJ, we passed the Ford factory where the 40Merc was thrown together. Daddy beeped his horn several times and tipped his Stetson toward the factory. I was beeping back and jumping around in my seat over that gesture. The image is burned in my brains and I can still see it now, and Daddy passed 3 months later and the 40Merc hadda move on to make space for Mother to rent our garage. It found a new home with my cousins.

We started work to the 40Merc in June of 1956. The motor was shot so we went to Jesse's junk yard and grabbed an 8BA for 20 bux. Jessie said it ran great (It smoked big time). We took the 40Merc to my Uncle's farm and worked on it everyday, me and my bud Geers. Uncle had a chicken farm and a tractor with a bucket. We unbolted the block and chained the bucket to the block and lifted and lifted and lifted. Then we learned about anti-chatter rods which we had never heard of and did not see. # \$ & ^ % ^ & (% ^ was heard. As soon as we got them out they were tossed out big time. Installation of the 8BA included getting the clutch in backward... Golly the first drive was sweet!!!

On the way home one day I was on the 40 Merc and smokin down the hill (Such as it was) by Schulte's place, when the hood flew up. I was heading for a shower and to the local A&W root beer joint to collect the womens. We had not setup the safety latch properly. The hood came back and bent over the windshield top rupturing the hood. It was a

couple of inches above my head. I shut 'er down and steered by looking at the curb beside me. I limped home with a bent hood and did not go to the A&W. I was heart broken. The next day I went to another junk yard and traded in my bent hood for another for \$15. Same black color as the car and we installed it at the junk yard. Next to where we did the switch was a '40 Mercury pickup truck. More dreams in Vietnam about finding one of those. I much later learned there weren't any so it must have been a 40Merc clip on a forty Ford body.

Another trip in the 40Merc was right after I lowered the back end. I installed 4" shackles with no sway bar. During the way to the beach I blew a tire as the spring end rubbed the tire. On the way back I blew the spare in East Nowhere Ville (The place was about 5 mile southeast of Hogswallow, NJ) about midnight. I called Mother and she refused to rescue me. A local farmer's wife offered to drive the bedraggled and sun burnt group of us to my home. The two girls with us were unusually quiet while she drove us. When we got to my home, the girls were crying and holding my Mother. Seems one of them had seen that the lady was packing. We stayed at my home that night. I drove them back to camp the next day. We were all late for camp duties. Daddy had to call the camp director and tell him his kid kept the girls out. Seems Daddy was on the BOD for the Camp...and did not like to Director...I wish I could have heard Daddy trying to keep a straight face during his admission of my nefarious actions!

During my time in combat in Vietnam and Thailand, we talked a great deal about our families, the girls we missed as teenagers, sports and our cars. Many of us had cars back in the world that we still had, sold or dreamed about. I can say for sure that our old cars and dreams did a great service in helping keep us sane. My dreams always included my 40Merc. As far as I knew my cousins still had it and I could get it back as promised, after they were done with it. I also dreamed of the 40Merc back in my garage along with my bud's '36 roadster. Dreams are good and these carried me thru.

After my Air Force career we moved back home to South Jersey. I beat the bushes for my 40Merc. Even the late Bill Sutton said there was no such car in South Jersey. I advertised in Hemmings and my 40Merc called home. She is fully restored and living in Dayton, Ohio. Her owner said he had to change out the frame as it was bent. (Them 19 girls musta

40Merc continued on next page

40Merc continued from previous page bent it...).



Clem's 40Merc is looking pretty good these days.

OUT & ABOUT

Fredericksburg Classic Car Center Show

By Keith Randall

Saturday, April 18, was a blue sky warm spring day perfect for an old car adventure. With that in mind I headed out early to visit the 8th annual Classic Car Center Swap Meet and Car Corral in Fredericksburg, VA. What's unique about this event is that there is no charge or fees to sell your parts or your car.



Jason Javaras was there peddling some goodies and...



So was Tyree Harris and his "wires."

I would estimate that the good weather brought out 30 or more vendors and about the same number of cars for sale. Most parts and vehicles were 50's

and 60's but, there were a couple of flatheads and even a few Model T bits and pieces.



Jason also had his primo original 1947 coupe was also on-site.

Classic Car Center offers general maintenance, restoration services and the sale of antique, classic and special interest vehicles. The general manager, Garland Gentry, has been servicing and repairing classic cars for more than 30 years. In addition to their 5000 square foot shop space they also offer what they call active and winter/inactive temperature controlled storage in a huge (around 17,000 square feet) attached building.

I was also told that Classic Car Center offers the use of their facilities by car clubs and other not-for-profit organizations for their meetings, shows and other events. They have recreated a 50's period soda bar and lounge area for customers and visitors alike.



Fords and Florida – A Front Line Report

By Dave Westrate

Barbara and I were spending a few days on the West coast of Florida. I had planned a day trip to go to Punta Gorda to meet/visit with Skip Haney who specializes in restoring Ford coils and upgrading Ford water pumps. I had a coil with me that I wanted him to evaluate as I am troubleshooting an electrical problem on my car.

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On the morning of my planned trip I went for my beach walk and about a mile up the beach I came upon this sand sculpture. It was a fabulous Victoria hot rod that stood about five feet tall. When I showed Barbara the picture she said " I cannot even go to the beach without #@*!!!}*#@!! cars"



Dave reports that a diluted mixture of Elmer's Glue and water is used to bind the sand together. It is environmentally friendly and eventually dissolves in the waves or rain.

That afternoon we went to Punta Gorda and met Skip at his shop. He tested my coil on his testing equipment and it had a great spark profile. He then performed a procedure where he let the coil heat up internally for fifteen minutes and then retested it. It passed again.



Dave's coil being tested.

To restore these coils Skip drills out the rivets, takes the case apart and then "shorts" them out so they heat up and the tar inside melts and drops out. He then soaks the bodies in a solvent which dissolves

the remaining tar. Next, he installs a new coil winding and solders all of the leads.



New coil windings and...

Finally he fills the body with pink silicone and re-rivets the body back together.



the pink silicone.

Skip mentioned that reproduction coils recently on the market are filled with epoxy and cannot be taken apart without destroying the case as he is able to do with original coil bodies. Skip has a regular advertisement in *V-8 Times* and is well known to many club members.

We're running a complimentary ad for Skip on page 15 this month.



**42nd Annual
Sully Antique
Car Show**



**Registration Form
2015**

87 Years • Ford Model A • 1928-2015

**Father's Day Car Show at
Sully Historic Site in Chantilly, Virginia**
with an auto, crafts and antique flea market

Sunday, June 21, 2015
10 a.m.-3:30 p.m.

presented by
**George Washington Chapter
Model A Ford Club of America**
and
Fairfax County Park Authority




**SHOW GOES ON RAIN OR SHINE -- NO REFUNDS
CARS TO BE JUDGED MUST PRE-REGISTER**

- Registration time 8 a.m. to 11 a.m. All cars must be on the field by 11 a.m. Show field limited to 400 cars. For safety, **NO VEHICLE TRAFFIC WILL BE ALLOWED WITHIN THE SHOW FIELD BETWEEN 12PM AND 3PM.**
- Flea Market registration gate closes at 8:30 a.m.*
- First 400 cars registered will receive a plaque.
- Special Best of Show award chosen by Sully staff.
- Registration open to Antique, Classic and Special Interest cars only. Due to space limitations the registrar reserves the right to refuse entrance to any vehicle not preserved in the interest of hobby. **SORRY, NO MODIFIEDS, REPLI-CARS OR PARTIAL RESTORATIONS.**
- Cutoff date for pre-registered vehicles is June 19, 2015.
- Fee: Pre-registered \$10; at the gate \$15
- Flea Market Spaces: Pre-registered \$30. At the gate \$45.
- Car Corral: Pre-registered \$30. At the gate \$45.
- **Trophies awarded at 3:00 p.m. Must be present to receive trophy.**
- Due to limited space NO vehicle later than 1990 will be admitted.
- All cars through 1920 will be admitted free.
- Cars displaying FOR SALE sign will be charged Car Corral fee and will not be judged.
- No pop-up tents, canopies, etc., allowed in car show area.

Show field limited to 400 cars. **Pre-registered cars will be parked by class. Others will be parked in designated parking areas. CARS TO BE JUDGED MUST PRE-REGISTER AND PARK IN CLASS.**

Program will include:

Car restoration displays	Antique and classic cars	Children's Tent
Tour of historic house	Music and Food	Flea market*

*The Flea Market is open to all types of quality merchandise including arts, crafts and antique vendors. We are expecting a crowd of 5000 to 6000. The Fairfax County Park Authority reserves the right to prohibit the sale of items unsuitable for family audience.

Meet Chairman Bill Worsham, 703-250-5474
Billworsham@aol.com


Chief Judge Woody Williams, 703-858-1192
vamodela@verizon.net

Flea Market Bruce Metcalf, 540-955-8312
Kesedeme@aol.com

Car Corral Andy Jaeger, 703-490-4846
Elanjaeger@aol.com

Registration Bill Benedict, 703-430-2441

Displays Benny Leonard, 703-278-2994
Benshar100@gmail.com




Order your Limited Edition Collectible
Sully Pins - \$5

First, second and third place trophies will be awarded in all classes. Cars being judged must attain 60% of total points to be eligible for a trophy. Classes may be added or expanded depending on preregistration. All cars marked **'For Sale'** must be registered in the Car Corral and will not be judged.

1. Ford A 1928-1929 open	18. Pontiac thru 1990
2. Ford A 1928-1929 closed	19. Studebaker all years
3. Ford A 1930-1931 open	20. Chrysler thru 1990
4. Ford A 1930-1931 closed	21. Others vehicles thru 1939
5. Ford A 1928-1931 commercial	22. Other vehicles 1940-1948
6. Ford T thru 1927	23. Other vehicles 1949-1959
7. Fords 1932-1942	24. Other vehicles 1960-1969
8. Fords 1946-1953	25. Other vehicles 1970-1990
9. Fords 1954-1959	26. MG thru 1990
10. Mustangs 1964-1966	27. Foreign thru 1969
11. Mustangs 1967-1990	28. Foreign 1970 thru 1990
12. T-Bird 1955-1957	29. Light Commercial thru 1990
13. T-Bird 1958-1990	30. Military thru 1990
14. Chevrolet 1955-1957	31. Motorcycles/Scooters thru 1990
15. Chevrolet 1958-1990	32. Cadillac thru 1990
16. Corvette 1953-1967	33. Packard all years
17. Corvette 1968-1990	34. Volkswagen thru 1990

An admission fee of \$10 (adult), \$8 (senior) and \$6 (child) for entry to the grounds will be charged to the public by the Fairfax County Park Authority. The historic house will also be open to the public at no additional charge.

Sully was built in 1794 by Richard Bland Lee, Northern Virginia's first Representative to the Congress of the new United States.


 If accommodations or alternative formats are needed, please call Inclusion and ADA Support at 703-324-8563 at least 10 working days before event. TTY 703-803-3354.

The Fairfax County Park Authority prohibits alcoholic beverages on the premises.

**George Washington Chapter
Mount Vernon Region**

Visit GW Chapter at www.GWModelA.org

Visit the parks online at www.fairfaxcounty.gov/parks



SULLY VEHICLE REGISTRATION
Send vehicle registration to: **Bill Benedict** - 109 Lakeland Dr., Sterling, VA 20164
Make checks payable to George Washington Chapter

SORRY, NO MODIFIEDS. ALL CARS TO BE JUDGED MUST PRE-REGISTER Class _____

Name _____ Phone _____

Address _____

Make of vehicle _____ Year _____ Body style _____

Pre-registration deadline is June 19, 2015 Qty Pins _____
Vehicles: Pre-registered \$10 at Gate \$15
Collectible Sully Pins - \$5 Amount _____

Do you want your vehicle judged? yes no Enclosed _____
Will your car be trailered: yes no
Do you want to be a judge? yes which class? _____

All vehicles participating in the show must be insured by their owners. FCPA, Sully Historic Site and George Washington Chapter Inc. assume no liability for any injury or property damage that may occur during the show.

SULLY AUTO, CRAFTS AND ANTIQUE MARKET REGISTRATION
Make check payable to George Washington Chapter. Send flea market registration by 6/19/15 to:
Bruce Metcalf, 236 Hermitage Blvd. Berryville, Va 22611

Name _____ Phone _____

Address _____

Type of merchandise _____

Flea Market space: \$30 pre-registered, \$45 at the gate

Number of spaces _____ Amount enclosed _____

Space limited -- pre-register *Vendors must be set up by 8:30a.m.*

Food items directly in competition with food items being sold by the Club will be restricted. Check with Flea Market Chairman by mail to find out what these items will be before mailing in this form.

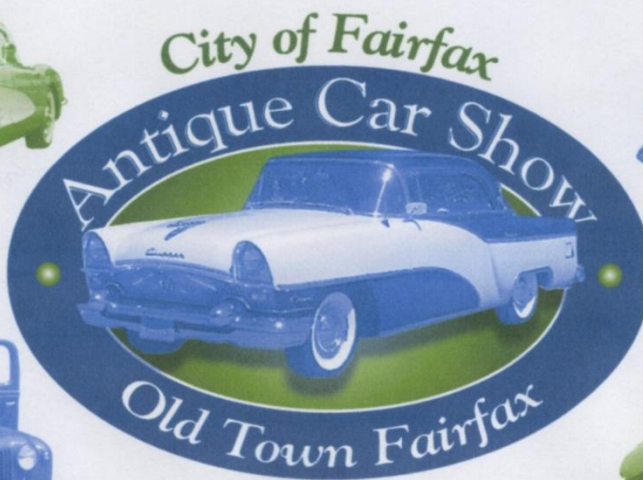
SULLY CAR CORRAL REGISTRATION
Car Corral spaces: \$30 pre-registered, \$45 at the gate, Pre-registration deadline: 6/19/15
Make check payable to George Washington Chapter. Send registration to: **Andy Jaeger** - 811 Bay Street, Woodbridge, VA 22191

Name _____

Address _____

Phone _____

Make of Vehicle _____ Year _____ Body Style _____
(Cars for sale, any year covered in show, modifieds allowed.)



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



Vehicles For Sale

- 1935 Ford Fordor. Owned since 1962 by National Capitol RG member. Green with black fenders. New mohair upholstery, new battery, and bumpers chromed. It needs a tune-up etc. Car is in Frederick across the street from the fairgrounds in a garage. **Richard Ramsburg** 321 210-8667 5/15
- 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

COILS REBUILT

Remanufactured with modern technology
 Better than new. No more heat problems
 Starts and runs on 100+ fahrenheit days
 Points last for years - use standard Ford resistor
 Made to run on 6 volts - Can be made for 12 volts
 Call for details - Guaranteed for three years
 Your coil rebuilt and returned in 3-4 days

Send coil and check for \$85 (\$75 + \$10 U.S. S.&H)

George "Skip" Haney
 29436 Taralane Dr. Punta Gorda, FL 33982
 941-637-6698 Day 941-505-9085 Night
 E-mail: skip@fordsrus.com

Dual Lincoln coils \$150 plus \$10 - shipping
 Some coils have hair line cracks - These will be repaired.

- 1934 Parts. Front and rear fenders, fair to good condition; headlights, front bumper, bumper brackets. **Mark Luposello**, 703-399-0999, or drspdracer@gmail.com 5/15
- 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

Automart continued on next page

Automart continued from previous page 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. 1/2" drive air impact wrench, \$10. 3/8" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 9/14

➤ 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

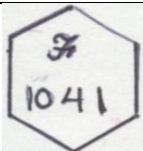
Wanted

➤ 5 wide wheels in good condition. Also looking for 4 used early radiator hose clamps with patina. **Mark Luposello**, 703-399-0999, drspdracer@gmail.com 5/15

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



Need 8 or more long and 6 or more short



Need as many as you have – both long & short

- 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

V-8 PARTS SUPPLIER PASSES

Dick Spadaro

September 5, 1948 - April 28, 2015

The early Ford V-8 community recently lost one of its noted suppliers of original and reproduction early flathead parts when Dick Spadaro died.



Most of us in the Northern Virginia Regional Group will remember seeing Dick's unrestored 1932 Ford pickup adorning his Chocolate Field South swap meet space at Hershey over the years.



Dick's Rouge Class 1932 Pick-up at the 2011 Eastern National Meet.

Read Dick's full obituary in the *Altamont Enterprise* [here](#).





NVRG Calendar



<u>May 2015</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Buying an Old Ford, Lincoln or Mercury: What I’ve Learned. Bring your own stories and pix to share with 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.
26	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
27	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 .
<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	2015 Eastern National Meet – Concord, North Carolina
12	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
21	Father’s Day @ Sully – Join us for the annual NVRG picnic under the shade of the old oak tree.
30	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>July 2015</u>	
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Eastern National Meet Review. Refreshments: Gay Harrington
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 .
18-19	USMA Rendezvous – Contact Jim McDaniel for 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

Down the Road



- ✚ **August 26-29 Motorfest 6** – Early Ford Foundation Museum – Auburn, Indiana
- ✚ **August 29** – **NVRG Family Picnic** – Jim and Edna Crosses’ JEBRAA Farm
- ✚ **September 19-20** – **NVRG Drive-In Movie Night**
- ✚ **October 3** – Marshall Ford’s 100 Anniversary Celebration – Marshall, Virginia
- ✚ **October 4** – Armed Forces Retirement Home Antique Auto Muster
- ✚ **October 7-10** – What else but Hershey
- ✚ **October 18** – Woodies at Rockville
- ✚ **October 23-25** – NVRG Fall Memorial Tour



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
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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					

May Program: Buying My Old Ford

Mark your calendar! The May Meeting is on Tuesday, May 12th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



FIRST CLASS MAIL

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