

Northern
Virginia
Regional
Group



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Value Clatter

Early Ford V-8 Club of America



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Ken Burns - Editor

EASTERN NATIONAL MEET



Cliff Green, Dave Westrate, Keith Randall, Bill Simons, Jason Javaras, Maurie Roesch and John Ryan in front of Dave's 1939 Standard Station Wagon at the Eastern National meet in Concord, North Carolina.

Down the Road Again

By Cliff Green – photos by Cliff Green and Keith Randall

Ahhh, the pleasures of driving down a scenic highway in your V8 and not having to stare at your temperature gauge!!! This was not to be for some of us on our trip down and back to the Eastern National Meet in Charlotte.

I had prepared the Woodie with its special elixir of distilled water, water pump lube and “water wetter” plus installed a direct reading temperature gauge, with the sensor in the left bank, that was velcroed to the bottom of the dash. The thermostats were removed as recommended by the “high flow” guru Skip Haney. Sure enough, zipping down there at 60 – 65 mph with the Columbia engaged, the temperature stabilized at 165 degrees with the air in the high 80's. Not bad. Ideally the temp should be at 180 to prevent moisture from collecting, which causes sludge in the oil, but not to worry with a new oil change.

All was fine until I made a U turn back to find the hotel when a loud tapping sound commenced. After parking the rap was very evident and the first person that heard it said “water pump.” About 50 other V8'ers had their opinions that it was in the valve train. I decided to take the fan belt off and run the engine – voila... no noise. Now, wasn't it fortunate that Dennis Carpenter was right around the corner? With help from 50 people with tools, buckets, jacks and advice, John Ryan, Bill Selley and I changed out the pump in under two hours. Two of the impellers were hitting the block. There was an every so slight wobble in the pulley, caused by a worn

ENM continued on page 3

Up Front with the President



July 2015

Well, if I heard our meteorologist correctly, this past June was the wettest it's been here in Northern Virginia in three thousand years – or something like that. It was indeed a record-setter for rainfall. In just one storm that blew through at night a week or so ago, that only lasted about an hour, I got 3.5 inches in my rain gage. Understandably, the rain did moderate some of our member's enthusiasm in getting their cars out.

Note the photo at the top-left is yours truly and **Art Zimmerli** at a previous NVRG picnic (on Art's hilltop property). Art muttered something about never having been arrested, so I had him "assume the position." Once we were both satisfied he was properly initiated, I was quite relieved to actually find the key for the cuffs.

The Eastern National Meet in Concord, NC is now history, and we had a good turnout of NVRG members who made the drive down to North Carolina. I won't repeat here what's covered in the article elsewhere in the newsletter, but it was good to see some Club members who we don't see that often because they don't live in the local area. My recovery from surgery kept me from attending, but I'm told it was a good show and our members had a lot of fun. This month's membership meeting program is a show-and-tell (photos and stories) of the ENM from members who attended. It's an unstructured program and is always a lot of fun to hear the things that went on. If you didn't make the meet, this is about the next best thing to attending. Thanks to **Bill Simons** for heading up the convoy organization there and back.

In our next *Valve Clatter* we'll be welcoming a wonderful edition to our newsletter, and that's a monthly review of fine wines and food pairings by **Elyse Kudo**, Vice President – Southeast Estates Division of Jackson Family Fine Wines. Elyse is a long-time friend of the NVRG and has attended many of our functions, often bringing with her wonderful "samples" to share with the membership. Welcome aboard Elyse, we really look forward to your contributions!

Below are the dates of upcoming tours and membership meeting programs. Although most of them are listed on the NVRG calendar page further down in this issue, I encourage you to pencil in the events on your home calendar. We still have a lot of fun events scheduled this year, with more to come in November and December:

- 11 August, our annual "Ice Cream Social and Auction" meeting (with all proceeds donated to the Early Ford V-8 Foundation's Museum);
- 29 August, our annual NVRG Picnic at Jim Cross' farm;
- 19-20 September, our annual overnight tour to Stephens City, VA in for the open-air Drive-Inn movie night;
- 3 October, a Club tour to Marshall, VA to attend the celebration of the 100th anniversary of the Marshall Ford Dealership being in the same building;
- 4 October, a Club tour to the Armed Forces Retirement Home car show;
- 7-10 October, "All Things Hershey!"
- 23-25 October, our three-day Fall Memorial Tour to Southern Pennsylvania.

To make all the above activities happen takes a lot of time and planning on the part of your NVRG Board of Directors. Practically all of us on the board are involved in putting together our Club events, and I would refer you to the last page where we have a list of your Club officers. My sincere thanks to all those on the board who volunteer their time, expertise, and energy to ensure our Club is successful and fun. **Thank you ALL!**

Jim

Jim "High Sheriff" McDaniel

ENM continued from front page

bearing, enough to be misaligned (rebuilt pump from FL). Fan belt too tight, maybe? This could have happened earlier in the trip!!!



While at Carpenter's I noted in their catalog "New and improved" heat sensors. I installed one in the right bank and it read perfectly on my dash gauge (unlike the one I bought from Joblot).

The modern iron was not without troubles either. Dave Westrate towing his Woodie experienced several warning lights and was able to proceed to the Dodge dealer across the street from the hotel where a \$500 throttle control fix was the correction. Another good luck positioning.

Maurie Roesch with his beautiful and correct '40 convertible joined Bill Simons ('49 Woodie) and me on the trip north. We departed Charlotte at 5 am to beat the heat, but alas, Maurie suffered overheating and he insisted that we continue as he had a 200 mile AAA tow insurance that he would use if he was unable to limp home to Charlottesville. He did leap frog home stopping every 15 miles or so to cool off. He has a serious problems with his radiator.

I know you are wondering if I was deducted points for an unpainted water pump – no, because I was in the Dearborn Emeritus class which gets an award for just showing up.



The NVRG garnered six Dearborn Emeritus awards: Cliff Green, Dave Westrate, Jason Javaras, Bill Simons and Maurie Roesch and Tommy Harper. Yea, I know there are only five shown in the photo!

I showed up to participate in the 75th anniversary of the famous 1940 Ford and tell lies with all my EFV8 cronies

PS: One of the causes of overheating is incorrect ignition timing. Let me check your distributor out.

Another Woodie Owner's Point of View

By Bill "Mr. Torque" Simons

Our trip down to Charlotte was pretty uneventful with the exception of trouble with Dave Westrate's Dodge truck.

All went smoothly until we pulled into a rest stop on the North Carolina border. We all had walkie-talkies so we learned that Dave had engine problems and that he wanted to keep on going without stopping. When we got to the hotel in Concord we learned that his throttle control needed cleaning and as luck would have it, there was a large Dodge dealer right across the street from our hotel complex. It was repaired and returned to Dave the next morning.



Hank Dubois, Bill Simons, Bill Selley, John Ryan and Steve Groves at Dennis Carpenter's. Cliff Green photo.

The trip home was another story. We left at 5am while it was cool running and got to the Virginia border where we stopped at a run down gas station for a breakfast of coffee and packaged donuts. There were gas pumps but we all decided we would push on for another 50 miles before filling up. About 10 miles down the road we realized the Maurie and John Ryan in Maurie's '40 Ford convertible were not behind us. A phone call revealed that Maurie had run out of gas right after our breakfast stop. We took the first exit where there was gas, bought a one gallon gas can, [that's all they had] and headed back to Maurie and John. Meanwhile, somewhere along the way Cliff's generator stopped charging and his battery died so whenever we stopped we had to push his '40 wagon for a jump start. We got Maurie

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ENM continued from previous page

going again only to have his car begin to overheat. At that point there was nothing for him to do but wait for his engine to cool before continuing. As we could not help with that process Cliff's Woodie and my "49 Woodie continued toward home with Bill Selley, John Ryan, Hank Dubois and Steve Groves riding in our two cars.



Three hard luck NVRG members: Dave Westrate and Maurie Roesch (foreground) and Cliff Green (background in straw hat) enjoying the shade. – photo by Keith Randall

We hit some bad traffic around Gainesville, [surprise, surprise] and my engine started to get hot in the 94 degree heat but fortunately a well placed Sheetz station came to the rescue where we fueled up for the final push home. We learned that evening that Maurie finally made it home by going about 15 miles at a time and resting for about 30 minutes. He said he met some very nice people along the way including a couple of State police officers.

The trip down took about 8 hours and the return trip took 10 hours but in the end all returned safe and sound.

Still Another Woodie Owner Reports, Really

By Dave Westrate

Off to Charlotte we went, with Keith Randall as my copilot and Bill Simons as the trail boss in the pole position, for the race south. This is the part of the club that I like best - which is the feeling of confidence and friendship that you get when you head out together and know that you have each other's backs covered.

About an hour from Charlotte, my truck engine lights came on indicating a throttle control problem. Keith researched the Owner's Manual, and we decided to skip lunch and press on. We made it to Charlotte OK. We also lost the tread on a trailer tire. So with the help and patience of Keith Randall and Jim LaBaugh, we worked in a fix for the truck at the "Hendrix" Dodge dealership and with a new set of

tires for the trailer; the ride home was smooth.

The meet was great and there were extra treats, such as a visit to the NASCAR Museum, Dennis Carpenter's Welcome Party (barbecue and king crab legs) and tours of his facility.



Dave said he took this picture specifically for recovering NVRG President Jim McDaniel who was unable to attend the ENM this year.

Driving the Woodie around the Charlotte Motor Speedway was a high point for me. The concourse day is always fun because of the cars, but also the nice V8ers you meet and work with on the judging teams. I always learn new things at these meets, and this was no exception.

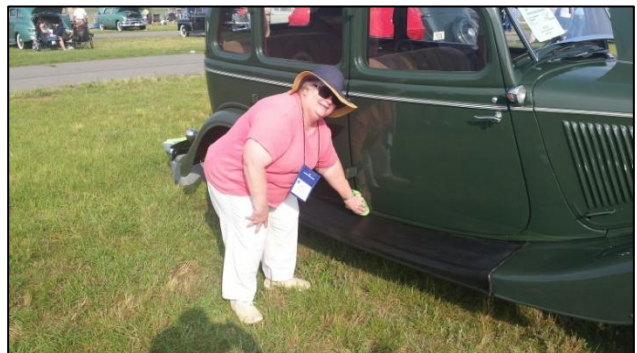


The view from the front seat of Dave's 1939 Woodie as he toured Charlotte Motor Speedway.

The Final Woodie Owner Reports, Honest!

By Jim LaBaugh

Keith Randall; Dave Westrate; and Bryan, Wayne, and Jane Chadderton attended the banquet at the Charlotte meet.



Jane Chadderton applies the finishing touch before the Concourse begins.

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Results of judging were: Wayne and Jane Chadderton '34 Fordor took 2nd place (judges told Wayne the restoration manual was wrong for some of the items he addressed since the Gettysburg meet! His judges were the kind that would make someone attending their first meet to never return to a meet or stay in the EFV8)

Bryan Chadderton won one of the very nice gift baskets that were presented at the end of the banquet.



Bryan (holding his gift basket), Jane (with Wayne's Concourse trophy) and Wayne Chadderton at the Awards Banquet

Dearborn Emeritus Medallions went to the rest: Cliff Green, Tommy Harper, Jason Javaras, Maury Roesch, Bill Simons and Dave Westrate.

Bryan used a GoPro camera in Wayne and Jane's '34 Fordor to capture the drive around the Charlotte race track, and I believe will edit it so it can be shown at the July meet. Dave Westrate also used his smartphone to capture view from the windshield on his tour of the track.



Bryan drives while Wayne rides shotgun and Jane captures the tour around Charlotte Motor Speedway.

The Eastern National Meet and Much More

By Bill Potter

Back in March when Elyse and I started making plans for the Eastern National Meet we decided to travel by motorcycle rather than take an old car. We took a leisurely two day cruise down the Blue Ridge Parkway, enjoying breathtaking views including mountain laurel in full bloom and because it was during the week we practically had the road to ourselves. Jimmy Buffett has always been one of our music heroes so we just **HAD** to stop in at his Margaritaville in Pigeon Forge, TN, in order to pay homage to a cultural icon. Several hours later we landed in our Gatlinburg, TN, room that featured a fast flowing mountain stream just below our balcony - sleep came easy. The next morning we crossed the Smoky Mountains in dense fog and toured the [Wheels Through Time](#) museum in Maggie Valley, NC, which is an amazing place if you haven't seen it yet. Then it was off to the ENM welcome party at Dennis Carpenter's museum. Allen Ponton had a car registered for the show and was nice enough to secure an extra pair of tickets for us - thank you Allen.



Elyse Kudo, Bill Potter, Jim LaBaugh and Dave Westrate in the Dennis Carpenter Museum. Keith Randall photo.

The barbecue and seafood dinner was very well attended with tables full of people flowing from inside the museum to outside under the overhang. Dennis and his lovely wife personally greeted every one of us which I thought was special. I'm sure most of us have seen the museum at some point over the years but it's still amazing to see so many immaculate Ford and Mercury's under one roof - the

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ENM continued from previous page collection now extends into the early sixties. But it's not just about cars. There are floor to ceiling illuminated display cases containing thousands of household items; a Ford tractor room; plus there are rows of Cushman and other scooters on the upper level. I overheard a lady exclaim: "Dennis collects everything!"

At the welcome party Cliff Green suggested that I take the factory tour and since my last tour was over twenty years ago I decided it was time. After enjoying the show the next morning I went back to Carpenter's for the one o'clock tour and I'm glad that I did because it was truly amazing. Dennis employs over 150 people in his factory complex and it was a beehive of activity with men and women of all ages operating punch presses; injection molding equipment; rubber extrusion machines, and more. The tour lasted almost two hours and ended with an employee testing each and every Stromberg 97 carburetor on an 8BA flathead in a small air conditioned room.

After dining at the Speedway Club it was time to get back on the six cylinder motorcycle the next morning for the second half of our eight day adventure. We rode to Cedar Island and hopped the ferry to Ocracoke on the Outer Banks. Without an itinerary we could finally relax and what a great place to unwind. We hit the beach bars; explored Roanoke Island; played in the ocean and even witnessed a wedding on the beach. When we finally got back to Maryland we had logged over 1,600 miles with only minimal rain - now THAT was a ride!

Dennis Carpenter Industries

By Keith Randall

Dennis Carpenter Industries is a family-owned and operated business that has been manufacturing Ford restoration parts for more than 40 years.

It all started when Dennis Carpenter needed and couldn't find plastic dash knobs for his '40 Ford convertible. As you may know, Henry Ford was experimenting with using soybeans in the manufacturing of plastic parts. However, these soy based products didn't stand the test of time and simply crumbled away.



The machine that started it all.

So, Dennis Carpenter built his own hand operated, table top machine and a new business was born. The demand for the first plastic dash knobs was strong because no one had ever made factory correct replacement knobs and good originals were impossible to find. The cottage industry soon outgrew the spare room in the Carpenter home. Dennis then bought his first injection molding machine and moved the fledgling business to its own small building.

The business grew and Dennis began manufacturing rubber seals, rubber bumpers, die cast chrome parts and stamped parts. In 1998, Ford Motor Company granted Carpenter Industries the license to use the original Ford dies and tooling machines. Many of the parts Carpenter now makes are manufactured on this original equipment. In fact, there is a huge warehouse space dedicated to the many dies used in the original Ford tooling machines.



These door scuff plates were produced on original Ford dies.

The Carpenter manufacturing facility resembles a Ford factory. Dennis doesn't own the obsolete Ford dies and tooling machines but, has long term leases on them and pays Ford a royalty on each part produced.

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There are more than 160 employees who make and sell Ford parts. 12 plastic injection molding machines, 54 rubber molding machines, 48 metal stamping presses, 2 zinc die casting machines, 3 rolling mills and many other special machines make parts using original Ford tooling.

On a factory tour, I observed the rubber extruding operation, metal stamping and the high tech, robotic machining of five 59a-9510-N carburetors at a time. Carpenter is quite proud of the carburetors being manufactured. Each unit is machined, hand assembled and individually performance tested on a stock 100hp Ford flathead engine before being shipped to a customer.



Hundreds of 59A carb bases and tops waiting to be assembled.

In summary, it was a most interesting factory tour. I now have a better appreciation for the classic Ford parts Carpenter makes on the original, obsolete Ford Motor Company tooling machines. However, I wish that many of the parts Carpenter sells produced by other manufacturers were of the same quality.



Keith in the clock section of the Dennis Carpenter Museum.

Eastern National Meet Observations

By Mel Herwald

- 1) Don't expect to sell a lot if vending. At least that's the case for me. I'm going to have to

resort to Ebay.

- 2) You'll see some great cars! I'll go to a national meet again when I can take and show a car.
- 3) It can be VERY hot! I wore sandals and my toes got sunburned!
- 4) You'll meet some neat people.
- 5) Tour of Carpenter's was very informative.

OUT & ABOUT

Leesburg Car Show – The Good, The Bad and The Ugly

By Don Pauly

The Leesburg Classic and Custom Car Show was held on Saturday evening, June 6, 2015. Over 200 cars assembled at a high school just north of town, and were led by motorcycle police in groups of ten to their parking places in the historic downtown area, which had earlier been cleared of all parked cars. This annual show draws very large crowds who walk the streets viewing the cars. Leesburg merchants keep their shops open late for this event, and that also attracts attendees. My 1941 Lincoln Continental Coupe had a great central location - backed in to the curb in front of [Caulkins Jewelers](#) on King Street, a store famous in Leesburg for the past 60 years. That store continues to be operated by its founder, Stanley Caulkins, who is still going strong at age 90. Early in the evening he came out and admired my car. Jewelers apparently know quality!

The GOOD is that my car won the top trophy of the show, and it was presented to me by the Mayor at the town's main intersection where the band played. It was now a few minutes before the 10 PM end of the car show, and as Mayor Umstatt made the presentation we all heard sirens.



Here's the reason for the sirens – a fire on King Street – Don's Continental is behind the orange Camero.

The BAD is that a fire had just been reported in

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apartments above Caulkins Jewelers, and although I ran the half block back to my car, put the trophy in the back seat, closed my hood and started the engine, I was stopped from pulling out by five fire trucks which completely blocked me in place. Their presence and the charged fire hoses they quickly laid on each side of my car had completely cut off my escape. I was told to shut off my engine, get out of the car, and walk to the opposite side of the street. The firemen began to cover my car with tarps, but they left the front end uncovered for a time awaiting more tarps. My rear bumper was just a few feet from the only access door to the burning apartments, and firemen were passing close to my car on both sides carrying pike poles and other equipment - which all spelled danger to my car. After the entire car was tarp covered, the firemen broke out the windows on the second and third floors to expel smoke, and the shattered glass splattering on the street so close to my car significantly raised my stress level.



The UGLY is that I was held there until after 1 AM, at which time the fire was completely out, and the hoses had been recovered. The Tower Truck, which had positioned its aerial ladder right over my car, retracted its ladder and backed out. That opened our escape route. I had been trapped with one other car owner who had a beautiful orange Camaro custom. We were both accompanied for those three hours by a town police officer who ensured we could have no thought of trying to personally protect our cars. The other owner had been threatened with arrest early in the fire for protesting too strongly when a fireman let a hose nozzle bump his car. The firemen removed the tarps from my car, which caused the deposit of some ash residue. The next morning I cleaned and polished my car and found two deep scratches in the right

rear area, apparently caused by pike poles. My insurance will cover the paint touch up required, but at this writing I am still looking for a true artist to do the job. The aftermath of the fire is that 9 people were made homeless, 3 pets died in the blaze, and Mr Caulkins must now look for another place to resume his business. It was a two alarm fire with damage estimated at a half million dollars. Fire companies from seven communities responded, and all this grief was apparently caused by careless smoking.



The tower truck's ladder is clearly visible looming over Don's car in this picture.

Editor's Note: If you're wondering why Don knows about things like Pike Poles and Tower Trucks see his article in next month's Valve Clatter when he describes his adventures driving a 1937 Ford Fire Truck.

Father's Day at Sully

By Editor

This report is more up-beat than Don's harrowing time at the Leesburg show – it's probably more like "the ugly," "the good," then a little "the bad," but eventually "the really all good" in the end. "The ugly" would be the severe thunder storms and tornado warnings on Saturday night before the Sully show. "The good" would be that the weather front had moved through the area by Sunday morning and the forecast for Father's Day was for clearing skies and decent weather. "The bad" would be the previous day/night's weather really put a damper on attendance at the Sully show. "The really all good" would be Helen and me taking the Woodie and sitting in the shade of the majestic oak trees and enjoying Father's Day with some of the best people in the world – folks from the NVRG and their families

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– three generations in some cases.

I was really looking forward to driving the Woodie to Sully this year because last year I was battling engine problems. Only through the kindness of Nick Arrington, who offered me his sweet '35 Roadster to drive, was I able to have a V-8 at Sully. This year my Woodie's running fine and I was ready to park under the trees with the other Woodie guys but the weather looked really daunting the previous day and night.

Cliff Green called about 8 am and asked if Helen and I were going. We speculated on the condition of the show field and the possibility of lots of mud and deep ruts (probably some unnerving flash backs to Hershey in by gone years). We decided to give it a shot since the weather was supposed to continue to improve. Helen and I threw together a picnic lunch and headed off to Sully. The Woodie ran fine and we arrived, spent a few minutes in the pre-registered line and headed for the grass show field. Much to my surprise the path to the designated Woodie parking area was in good shape – slightly rutted but very firm and easily navigated. We arrived to find Dave Westrate's '39 Standard Woodie already parked in the shade so we pulled in behind him and set our chairs up across the roadway in our customary spot. Shortly after we arrived the Greens pulled up in their '40 Woodie. It turns out we were the only Woodies to show up in the Woodie display area. The requirement seemed to be a green Ford Woodie between the years of 1939 and 1941.

After chatting up some folks, Helen and I headed off to the flea market but the pickings seemed pretty meager. Ray Lambert was in his usual spot and he had some goodies that John Sweet couldn't pass up – a pair of 1940/1 Continental fender skirts that a friend of his needed. The price was right and the skirts are on their way to a new home. Another guy to come away with some goodies was Bill Potter who added to his collection of Harley parts by finding some mid-50s HD fenders. Much to Helen's joy, there was nothing in the flea market that I just had to have.

Walking the show field we finally found the Arringtons over by the north end of the flea market. Most of the foreign car contingent had been expelled from the shady little grove by the highway – it was now entirely populated by VWs. Kathy drove her Morris Woodie and Nick brought the Ute. He recounted how a Porsche owner kept insisting that his Holden Ute from Australia wasn't a foreign car

but merely a Chevrolet. Go figure.

Only a few other NVRG cars were sighted during our trip around the field – Eric and Nancy Sumner and sons arrived in their '46 Ford Tudor, Jim and Kathy Nice and family in their '51 Victoria (took 2nd Place 1943-53 Ford) and several other non-NVRG V-8s. Many "regulars" opted to come to Sully without their V-8s and joined us for an enjoyable and relaxing day. Bill Potter and Elyse Kudo originally were going to skip the show but decided at the last minute to come anyway. They both agreed they'd made the right decision.

In the end Father's Day at Sully turned out to be the "really all good." Everyone who attended, either with or without a V-8 got to enjoy a terrific day and as an added bonus for those with V-8s there wasn't any dust on the way out.

Editor's note: And now a little about a different V-8 era mode of transportation – talk about a huge restoration project!

The Day J611 Came to Town

By Dave Gunnarson

On my way home from work yesterday (June 5th), the railroad crossing gate closed and I was first in line to see Norfolk & Western's newly restored J611 back down the mail line for a change in direction at the [wye](#) in Manassas. The photo below was taken from the front seat of my car. As the locomotive backed past my car, with open windows for better picture taking, the interior was filled with steam. It was a fun experience.



J611 wouldn't EPA wouldn't pass EPA muster today.

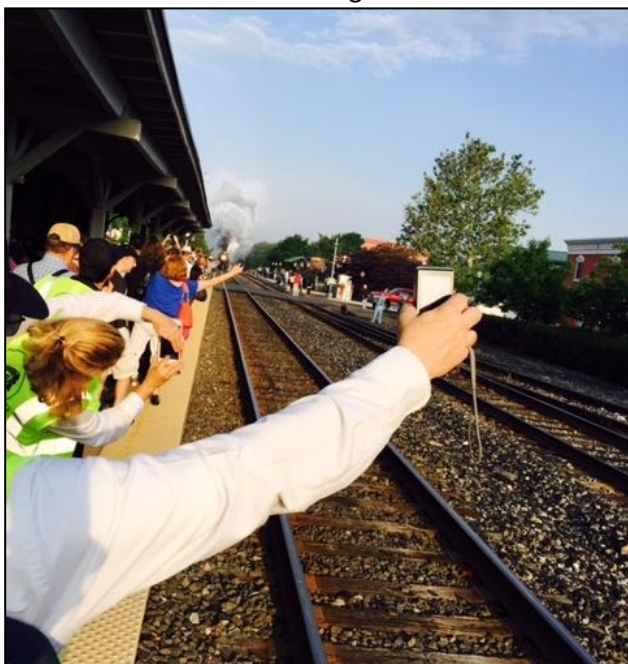
The Fastest Steam-Powered Train in the World

By Clem "Mr. Trainiac" Clement

It was the 21st Annual Manassas Heritage Railway Festival weekend in Manassas, June 6 & 7, and the historic old town was ready to be graced by a visitor from the past. The newly restored Norfolk & Western J class 611 "The Spirit of Roanoke," the

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"Queen of Steam" was coming to town.



J611 arriving in Manassas on June 6th.

When the J chooses a town, that town has been honored. Never before has a million plus pounds of steel, glass, rubber and black/red trimmed paint reached out and touched so many hearts. I can't imagine her engineer ever coming down from the natural high after laying his hand on her and asking the J to ease on down the tracks one more time. Her heart is so big, she surely will touch that of America – she was made by the people for the people – the last remaining example of the most powerful passenger steam locomotives ever built. She commands awe, and will earn your respect. She rules. She rocks. To hear and feel her heart beating, her two massive cylinders chuffing, her stack puffing and the body responding to 300 psi steam is to live!!! Born at the dawn of the diesel era, she earned her keep traveling up to 15,000 miles a month for years after other lines had dieselized.

The mystery of railroad and airplane numbering system continues for me: her builder's plate # is 388, but they numbered the 14 J class locomotives built beginning with 600. The 611 was one of the last three built, in 1950. When the decision was made to keep only one, the 611 was chosen because she was in the best shape, so #s 612 and 613 were scrapped. Designed and built at the Norfolk & Western East End Shops between 1941 and 1950, the J class locomotives were the fastest passenger steam engines ever made. The 611's been given the nickname "The Spirit of Roanoke," and is operated

on the tracks of the Norfolk Southern line as an active part of the Virginia Museum of Transportation (VTM) in Roanoke.

On Sunday I was honored to act as the trusty I host on the NS43 passenger car. Oh, the many stories I can tell (*don't worry I've edited most of them them out. Ed.*) During my walks thru of the cars, I stopped to chat with some friends in seats. As I looked around I knew someone in four rows next to each other. Train collectors and old car people I knew were everywhere on the train. Riding the J was the thing for this weekend for sure.



Clem cleaning up after the day is done. Notice that he's got his NVRG name tag pinned to his VTM vest. Look at that smile!

A passenger asked about the "no humping" sign on the outside of the car. A Norfolk Southern employee gave us a thorough explanation about speed, rules, and procedures. I had thought push and let them cruise. I did not know the max allowable contact speed was 4 mph and that some cars have sensors to detect a too-hard contact. Of course, passenger cars are not to be humped.

Sandy got to serve in the "Stampede Pass" first class Empire Builder dome car. She was so proud to tell me all about it, including that she still could pour coffee without spilling a drop as she did 40 years ago during her 4,000 flying hours as a Flight Nurse on USAF C-9s, and C-130s. In my mind she was the Queen of the topline of the Empire Builder.

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Sandy in the dome of the Empire Builder wearing her Model A name tag.

RESTORATION ROUNDUP

I Was Promoted to Early Ford Hack Second Class

By Rob Pond

In an e-mail to Dave Gunnarson – June 6th

Now that the truck reliably starts and is in my garage, things are moving along. I promoted myself to Early Ford Hack Second Class after cutting my own tail light gaskets. Tail lights weren't working quite right so popped them open and found the lens seals missing. Did some troubleshooting and lights are working and sealed tight.

Engine runs smooth and sounds good. Next project is to fix exhaust. I'm talking to Hi-Flo

David, who are our exhaust guys in the club? Looking for recommendation for a local shop to change some tubes. I'm talking to Hi-Flo in Manassas on Euclid.

Another Jig Set-Up

By Dave Westrate

Here is what it took to set up the front door posts in order to cut the slot for the outside plywood panel to fit into. I had to find a way to hold it securely and yet have the top unobstructed so the router could move along. The jig is secured to the post with two sided woodworkers tape and a clamp on the top side. The post itself is held in a bench vice underneath and a clamp to the bench on the bottom end. The last picture shows the cut which will have to be finished by hand because the slot continues up into the backward curve of the post and the router could not go that far. I then had to take it all apart and reconfigure the whole thing to do the other post.



The jig set-up shows that the outside panel will be curved.



You can really see the curvature of the panel slot in this picture.

Set up time was one full day. Router time was 30 seconds each side.



This picture shows Cliff Green in the process of replacing the front passenger door post and you can see the panel insert. The piece Dave is making ends at the red line.

MEET YOUR NVRG DIRECTORS

Ken Burns

Valve Clatter Editor

Like a large number of NVRG members I'm a transplanted New Englander. I was born and raised in Massachusetts and some family members still live in the town where my great-grandfather Burnsettled after emigrating from Ireland around 1900. After my father left the service at the end of WWII we settled in western Massachusetts for awhile and then move to Newton, a suburb of Boston, where I spent most of my formative years. As a teenager I was responsible for turning a pretty well thrashed and trashed 1934 5 Window into a pretty well thrashed and channeled, Chevy 265-powered hot rod. I also had a '41 Pick-up Truck and then a '50 Woodie that the New England weather had not treated kindly. By the time I went off to college I had upgrade to a 2 door '57 Chevy 210 with a 283 and standard 3 speed.



I met Helen while we were attending now-defunct Upsala College in East Orange, NJ. She soon transferred to a nursing school in Newark and I soon was told that my academic performance left something to be desired. With the draft in full swing in 1965 a friend, who was just finishing USAF flight training, told me that the Navy had a flight training program that did not require a college degree. One of my father's college roommates had a Piper and I'd flown with him multiple times so I figured I'd try my hand at flying. About the only thing I knew about flying was that I wouldn't get air sick!

I arrived in Pensacola in April, 1965, and found out that in order to get actually into an airplane I first had to complete Pre-Flight School, i.e., the Aviation Officer Candidate School run by kindly Marine Drill Sergeants – think *An Officer and a Gentleman*. Besides the friendly DIs the most memorable part of flight training was carrier qualifications in June of 1966. I made hundreds of ship-

board landings after that but only a few in a fixed wing aircraft, mostly twin-engined transports. The first thing I did upon completing flight training in October 1966 was marry Helen. We're proud members of the NVRG Marriage Class of 1966 along with the Dubois, Girmans, Martins, and Westrates. Next year we'll celebrate a combined 250 years of marriage! After flight training I was assigned to a helicopter squadron in San Diego. Although our assigned mission was Anti-Submarine Warfare (ASW) our actual mission turned out to be [Combat Search and Rescue](#) missions in the Gulf of Tonkin, and over North Viet Nam, when called upon.



Somewhere in the Gulf of Tonkin aboard the USS Coral Sea – Fall 1967.

Our daughter, Kathy was born in San Diego in 1968 and I hit upon the brilliant idea that a surfer's Woodie sitting forlornly on a used car lot would make an ideal second car whenever Helen needed our "real" car for pediatrician appointments, etc. It made perfect sense to me since my folks had owned a couple of Woodies when I was a kid. I really didn't intend to keep it but it kind of followed my from place to place in the Navy.

As I was completing my first tour of duty in late 1969 the Navy underwent a significant reduction in force and began offering pilots early releases from their obligated service. When I entered flight training my original plan was to finish my obligation and then go fly for an airline. Unfortunately for me the airline industry was also going through one of its periodic spasms and actually furloughing pilots so I decided to make a mid-course career correction and stay in the Navy awhile longer. I headed off to Pensacola for

Board continued on next page

Board continued from previous page

a tour as a Flight Instructor and to finish my BA degree at the University of West Florida. Since I had over 1,000 hours of helicopter flight time in the [SH-3](#) I was naturally assigned to transition student pilots to the [T-28 Trojan](#) trainer and then teach them acrobatics!

While in Pensacola I met a Flight Instructor who had a '40 Ford Woodie and he convinced me to join the Early Ford V-8 Club even though there was no Regional Group in Pensacola and, at that time, the Club only recognized 1932 to 1940 Fords.

After finishing my tour as a Flight Instructor, Helen, Kathy and I returned to San Diego where I was assigned to the aircraft carrier [USS Ticonderoga](#) as part of the ship's complement. Our son Chris was born during our first year back in San Diego. While assigned to Tico I got to participate in the recovery of Sky Lab I in 1971. From the Tico I went to another helicopter squadron based in San Diego, this time flying the [SH-2F](#), an ASW configured helicopter that deployed on destroyers and frigates. I was part of the initial complement (a Plank Owner in Navy jargon) of a new squadron when it was commissioned. For over a year I was the Officer in Charge of a detachment aboard the [USS Fanning](#) as we operated off the coast of California and then visited Anchorage, Alaska and Olympia, Washington before deploying to the Western Pacific and the Indian Ocean before we headed back to the States via Pearl Harbor.



This picture appeared on the front page of the base newspaper at Naval Air Station North Island in May 1976.

Not long after the picture above was taken I transferred and spent the next 3 years as an instructor in the SH-2F fleet replacement squadron that trained all pilots, aircrew members, rescue swimmers and maintenance personnel before they moved on to the operational squadrons.

During my time in San Diego I joined the San Diego Regional Group and the "new" 1941 to 1948 Fords were brought into the Early Ford V-8 Club. I served in various positions on the Board of Directors and on the committee that put on the 1974 Western Regional Meet. A friend of mine found a correct and rebuildable 1941 Ford engine and I decided I'd simply replace the '53 Merc engine that was in the Woodie when I bought it. I figured I'd have the Woodie back on the road in time for the 1974 Western National Meet. Well you know how that goes – pretty soon the Woodie was just a bare frame sitting on jack stands in my garage.

In 1979 I was selected to attend the US Naval War College in Newport, RI. I reassembled the Woodie and got it running before putting it in storage. I assumed I would be sent back to San Diego but instead I was sent to Lisbon, Portugal for 3 ½ years before returning to the States. Once settle in Fairfax I made a few quick phone calls in 1983 and the next thing I knew Cliff Green was at my front door to take me to my first NVRG meeting. In June 1984 Helen, the kids, and I drove our motor home to San Diego to retrieve our Woodie from its 5 plus years hibernation in storage.



Our first NVRG tour circa 1985. Yes, that's racing duct tape holding the front of the roof down.

In the DC area I was assigned to the Joint Staff in the Operations Directorate and then reassigned to the Attaché Operations Directorate of the Defense Intelligence Agency. In 1989 I decided I'd had enough fun and retired after 24 years of serving our country. Like so many other military retirees I went

Board continued on column 2, page 16

Second Annual NVRG Auction and Ice Cream Social

Tuesday, August 11th

7:00PM in the Hunter House

- ✦ Auction proceeds to benefit the Early Ford V-8 Foundation's Museum
- ✦ Fun for the whole family – ice cream social catered by Dave and Sarah Gunnarson – yummm!
- ✦ Auctioneer Nick Arrington back by popular demand
- ✦ \$5 bidder's registration fee – applied to your first bid over \$5
- ✦ Twenty plus pieces of original and/or high quality literature from the Dick Leblicher collection
- ✦ To donate high quality items contact Joe Freund (joefreund@verizon.net) – after the auction you must remove any unsold items not pre-registered with Joe
- ✦ An auction catalog will be available before the auction – you may submit sealed bids to Joe for items if you are unable to attend the auction in person

Announcing the NVRG Annual Picnic and Bar-B-Que

Saturday, August 29th

Rain or Shine

Jim and Edna Cross' JEBRAA Farm in Leesburg

- ✦ This is an event for the whole family – bring your kids and grandkids – there's a great playground for the young 'uns!
- ✦ Depart from Fair Oaks at 11:00 AM or drive on your own
- ✦ Catered BBQ lunch served at 1:00 PM
- ✦ Nominal fee of \$5 per adult and kids eat free
- ✦ Pre pay at the July or August meetings or send check to John Sweet at 1108 Iron Ridge Court, Herndon, VA 20170.
- ✦ As always, your club will provide plates, cups, utensils and other accoutrements.
- ✦ Bring your appetite and an appetizer, salad, fruit or dessert to share.
- ✦ Bring your own chairs and canopies if you have them



Vehicles For Sale

- **1936 Ford Fordor Touring Sedan.**



They're still out there. A friend of mine, Buddy Mooney, has a '36 Ford 4 door touring sedan for sale. Asking \$7,000.00 or Best Offer. His number is 240-320-7930. It is an early '36 and appears to be all original and complete. For more pictures contact Mike Prater: michael6225@comcast.net 7/15

- **1949 Ford Tudor** - drive anywhere, call for details: Andrew Miller, Fredericksburg, VA, 540 659-3023 7/15

- **1947 Ford Super Deluxe Sedan Coupe.** Rouge/HPOF car. Runs and shows well. \$25K, **1948 Ford Deluxe Coupe.** Multiple Dearborn/AACA awards. Restored. \$27.5K, **1949 Ford F1 Stakebed** truck. Off-frame restored. Beautiful. Needs nothing. \$25K. Jason Javaras (540) 786-5819

- **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 flathead V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinished. \$7,500.00 Nego. Extra parts and trim

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

- **1949 Ford** front cross member, spindles, stabilizer bar, A-arms, steering column, shaft with worm. **42-48** parts including garnish molding, weather stripping, parking lights, etc. from a previous project. **Jim Sweeney**, Ruther Glen, VA, (About 1 ½ hours south of Vienna on I-95) **253 217-7583** 7/15

- **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 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,

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Automart continued from previous page 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. ¾" 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

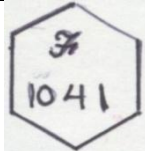
Wanted

➤ 5 wide bolt pattern wheels in good condition. Also looking for 4 used early radiator hose clamps with patina. **Mark Luposello**, 703-399-0999 (Cell), 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

Board continued from page 13

to work as a contractor. Somehow I ended up running a contract that provided publication order fulfillment, conference outreach, and information center and web-based support to an agency of the Department of Health and Human Services. I eventually became a vice president in a different company that provided similar services to the government before finally retiring in 2006.

During my time in the NVRG I've been on the Board of Directors nearly continuously since 1986 and held virtually every BoD position except treasurer. In 1987, Charlie Morrison and I were the co-chairmen of our 1987 Eastern National Meet, the first Meet the NVRG hosted. Immediately after that I served terms as vice president, president, tours chairman and newspaper editor. For our highly successful 2007 Eastern National Meet I was the Communications Chairman handling all publicity, publications and web-based activities. I became the editor of the *Valve Clatter* in 2010. For several years before that I was the NVRG webmaster and along with Don Lombard organized our Spring Poker Runs and our Fall Memorial Tours.

As you know I'm a slow learner and am slowly finishing the restoration of my second '41 Woodie. My plan is to have this one back on the road next year in time to celebrate the 75th anniversary of the "New and Improved" 1941 Fords



This official US Navy photo, dated 24 June 1943, was taken at Naval Air Station Hampton Road now known as Norfolk Naval Air Station.

The thing that has struck me most vividly over the 45 years that I've been in the Club is the warmth and friendliness of Club members who unselfishly help one another. No matter where we moved I had an immediate circle of V-8 friends waiting.

It's been a great journey the entire way!



NVRG Calendar



<u>July 2015</u>	
7	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 .
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Eastern National Meet Review. Refreshments: Gay Harrington
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
<u>August 2015</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: 2 nd Annual NVRG Auction to benefit the Early Ford V8 Foundation and Museum – Nick Arrington, Auctioneer. – Refreshments: Dave and Sarah Gunnarson
13	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 .
25	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
26-29	Motorfest 6 – Early Ford Foundation Museum – Auburn, Indiana. More info here.
29	NVRG Family Picnic – Jim and Edna Crosses' JEBRAA Farm in Leesburg. This is a great kid-friendly venue with a wonderful playground so feel free to bring the grandkids – they'll love it!
<u>September 2015</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: Electrical Systems – TBD – Refreshments: Rob Pond
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 .
19-20	NVRG Drive-In Movie Night at the Stephens City Drive-In Theater. Contact Hank Dubois for details
29	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
29	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ **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
- ✚ **December 12** – P.J. Skidoo's, Fairfax Boulevard, Fairfax City



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					

July Program: Eastern National Meet Review

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



FIRST CLASS MAIL

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