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Valve Clatter

Early Ford V-8 Club of America



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Ken Burns - Editor

A TALE OF TWO MEETS

Photos by Keith Randall, Hank Dubois, Wayne Chadderton, Dave Westrate and Trevor Poulsen



NVRG's gaggle green of Woodies showed up in Charlotte.

First Up, a Tale of the Good...

By Editor

At our July monthly meeting, after our usual "business" period and refreshments, we settled in for a pictorial review from NVRG members who drove down to Concord for the 2015 Eastern National Meet. Last month's *Valve Clatter* contained numerous first person reports from participants but we didn't have space to include lots of excellent photos of the Meet. The July meeting gave those in attendance an opportunity to savor the eye-candy; the sights and sounds of EMN 2015. Yes, that's right, the sounds also. Well, not *exactly* the actual sounds of Charlotte. Bryan Chadderton, compiled and edited a 2:45 minute GoPro video of the laps around the Charlotte Motor Speedway as he chauffeured Wayne and Jane around the track in their '34 Fordor. Bryan used a version of Charlie Ryan's classic [Hot Rod Lincoln](#) as the sound track.

Keith Randall started the program by giving us the Kodachrome tour of the NASCAR Hall of Fame with particular emphasis on the Glory Road 2.0 exhibit which includes 18 cars said to represent the six generations of NASCAR racers. Of interest to most of us were the Generation One Cars (1949-mid 1966). Hudson Hornets were the terrors of the race track back in the early 1950s due to their slippery shape, extremely low center of gravity and a very potent "Twin H Power" (dual carburetors) flathead six-cylinder engine. The #6 1952 Hudson Hornet on display was built and driven by Marshall Teague, and sponsored by Hudson Motor Company, the first automobile manufacturer to support a NASCAR race team. Teague's win at Daytona Beach in a Hudson in 1951 led to the 1952 sponsorship and Teague didn't disappoint Hudson – he won Daytona Beach again in the #6 car in 1952 becoming the first driver to win back to back races on the beach race course. Hudson's days were numbered, however, with the introduction of the potent overhead valve "Rocket" V-8 Oldsmobile in 1949, the Hemi-powered MOPAR products and the legendary Chevrolet V-8 in 1955.

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Up Front with the President



August 2015

OK, somebody out there has to help me understand something I've observed from an admittedly statistically insignificant sample. Back when I was a kid, everyone was chomping at the bit to get old enough to get a driver's license. I grew up in Southwest Florida, and we could get our learner's permit at age 14, which authorized you to drive a car with an adult. We all did that. It also legalized you to drive a motor scooter. EVERYONE I knew got their learner's permit as soon as they could, and practically all my guy friends had a motor scooter of some sort. They all also got their regular driver's license when they passed the next age-milestone for that license. For me it was 16, and it was then I traded in my Cushman Eagle motor scooter for my first car (a 1951 Ford incidentally). But all my friends, whether they were able to have a car of their own or not, got their driver's license as soon as they were eligible. It's just something everyone did.

Now, I've known several young people lately who have expressed no interest in driving or getting their driver's license. One is a 17-year-old boy who lives in Maryland and will be graduating from high school soon, then off to college. He does not have his license, does not know how to drive, and has no interest in learning. Being a car guy, that blows me away. My 16-year-old granddaughter also has no interest in driving or getting her license, but I'll give her a pass as she's getting ready to leave (next week) for Finland for a year as an exchange student and will be taking her entire 11th grade of high school in Finland. But a 19-year-old high school graduate down in Florida also was in no hurry at all to get his license. I think he finally got his, but it was more his mother persuading him to get it than him wanting it.

This is not every teenager's preference of course, but it really surprises me that the young people in my limited sample are so disinterested in, or perhaps just turned off by, automobiles. Perhaps it's just the congestion we face today, especially on our roads up here around the DC area. Or perhaps it's a fear that they can't compete with all the crazies they see on the road. We need to generate an interest in cars with the young people – who else can we turn our treasures over to when we get too feeble to turn the ignition key.

Oh well, now on to more relevant topics. We are delighted in this issue to welcome the first monthly review of fine wines and food by **Elyse Kudo**, Vice President – Southeast Estates Division of Jackson Family Fine Wines. Be sure to check out Elyse's inaugural column on Page 7.

We have two very special events in August you need to put on your calendars. The first is our Ice Cream Social and Auction on August 11. **Dave and Sarah Gunnarson** will be supplying the ice cream and toppings, and **Nick Arrington** will be conducting the auction of car parts and literature, as well as other non-car related things. The second event is our Annual NVRG Picnic on August 29, this year at **Jim and Edna Cross'** farm. The picnic is always a fun event. You won't be disappointed in the venue, as Jim has graciously offered to open up his car collection for our pleasure. I believe Jim will also have us tour his tractor-driven sawmill on his property. Fascinating! See our NVRG calendar further back in this issue for the other activities in the coming months.

August is also time to start thinking about next year's board of directors, with a call for BOD nominations in August, nominations received in September, and ballots cast in October. **Dave Gunnarson** has volunteered to chair the election committee and will be putting out some specifics soon. For those of you who have never served on the board, I strongly encourage you to consider running. It's a lot of fun and you really get to see what makes your club tick. Please give it some thought.

Jim

Jim "High Sheriff" McDaniel

Meets continued from front page



Teague's 1952 Hudson Hornet has a stock body. The Hudson always looked like somebody had already chopped the top before the car left the factory.



Another Generation One race car with a distinctive roof line was this 1961 Ford Starliner. Ford came out with this roof line to improve aerodynamics and performance on the new tracks where much higher speeds were common. Compare the Starliner roof line with the 1961 Galaxie 500 roof below and you can see why Ford made the change.



Keith included several pictures of a nice 1936 Deluxe Fordor. Why's a 1936 Fordor in the NASCAR Museum? Well, we all know that NASCAR traces its roots back to the days of Junior Johnson, other moonshiner runners and the ubiquitous pursuing revenuers. The museum's 1936 Ford was used in numerous flashback scenes in Brantley Gilbert's party time music video [Bottoms Up](#).



Next on our virtual tour was a stop in Dennis Carpenter's museum. As someone said last month "Dennis collects EVERYTHING!" Bill Potter must have loved all the two wheel treasures and I'm not talking about Harleys. There were rows of pre-receivership Triumphs, including one still in its original shipping carton – talk about low mileage, Rouge condition!



Bill Potter wandering among the Triumphs.



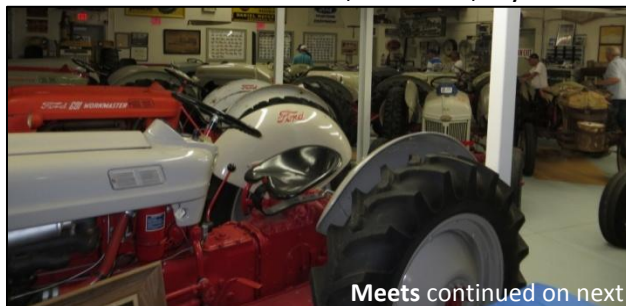
A 1951 unrestored Whizzer "Sportsman."



One of many Schwinn bicycles in Dennis' museum.



Cushman's came with 2 or 4 wheels; Ford tractors; only 4 wheels.



Meets continued on next

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Moving on to a new subject, Keith described Dennis Carpenter's extensive manufacturing facility where many Ford licensed reproduction parts are made using original Ford Motor Company machinery.



Five new Holley 94 carb bodies are simultaneously drilled by this computer-controlled machine and once assembled...



are test run in this engine to assure proper performance.



Rubber feed stock is fed into an extruder and...



finished door seal stripping comes out the other end.

Hank Dubois shared a few photos of cars that caught his eye down in Concord. A nostalgia-look '32 Hi-Boy with a bare metal body got a lot of his attention.



This car has a wonderful retro look: stock body, chopped windshield, wide and narrow wire wheels, '39-41 drum brakes, early shocks.



Under the hood the nostalgia look continues with a beautifully detailed motor featuring smoothed cylinder heads finished in gloss black and a vintage dual carb intake manifold.

Meets continued on next page



You never can show too many Woodies. This beauty sported original wood.

And Now a Tale of the Bad and the Ugly

Several people brought pictures and text forwarded by Trevor Poulsen regarding the damage caused by the severe weather that struck Cragun's Resort, the site of the 2015 Central National Meet.

Text forwarded by Trevor:

Quote: We have quite a mess here at Cragun's Hotel. Many, many trees are down all around the hotel property. Many damaged vehicles, both antique and modern. All the main power lines and poles bringing power in to this resort are down on the ground. We will get some pictures of this up on here tomorrow.

I've been watching the news/weather reports in the Brainerd area tonight, with the rain, high winds, lightning, hail, etc. I sure hope everyone had advance warning of it coming and found safe shelter. I wish the best for everyone up there.

Epic thunderstorm in Brainerd tonight. Power lines all over road and parking lots. Several modern vehicles with tree damage, also some V8's wounded. No injuries that I've heard of. Power out @ venue, doesn't look like a 1 day fix. Reporting from phone. Charging from modern vehicle. 11pm now. I'm sure more to follow. *End quote*



This Merc looks to be wounded beyond repair.

Under separate cover I'll send everyone National past-president Ken Bounds' first hand account of the CNM as reported in the Northern Illinois Regional Group's award winning *Road Chatter*.

MEET YOUR NVRG DIRECTORS

Cliff Green

NVRG Webmaster

When I was sixteen in Massachusetts, I needed a car to get to my summer job. I bought a 1935 Ford Tudor for \$25. You could see through the floor boards, but it ran. All I knew how to do was change spark plugs. When school started, I sold it for \$25. I gained no mechanical knowledge.



Before the checkerboard hood louvers.

After graduating from Boston University in 1960, I joined the Navy and went to OCS in Pensacola then on to flight training. I received my wings and completed final training in the [F-8 Crusader](#) to report to my new squadron at Naval Air Station Oceana, Virginia Beach. It was soon after that I meet Sandra, a school teacher just out of college. It must have been the white uniform, or the Chevy convertible that I was driving at the time, that landed me my future wife.

Next old car was a 1932 Chevy Sedan that I used to commute to work. Two of my squadron mates had vintage Chevy's also. Again, all I knew was how to add gas and oil. Hershey was visited in 1964 in search for door handles! You could do the whole flea market in one afternoon!



Cliff is on the left.

Board continued on next page

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I quit the Navy in 1965 and took a position with American Airlines. Training as a flight engineer on the DC-6 I learned all about the mechanics of a piston engine, hydraulics, electrical and other mysteries. I applied this new knowledge when I bought my next commuter car – a 1948 Ford coupe for \$85. The '32 Chevy had been sold so we could eat!! I rebuilt the '48's engine in the carport using parts from J. C. Whitney. It went to Washington National down Shirley Highway when it was four lanes and was the earliest car in the crew lot! After eight years and being wrecked while parked in front of the house by a Ford dealer, it was repaired and I sold it for \$1,000.

This experience started my restoration interests. The Woodie appeared on the scene for \$300 in 1969.



The Woodie as it appeared in July 1969 with the '48 Coupe parked on the street.



Russell in the Woodie back in 1971.

A 1940 Lincoln Continental Convertible joined the collection in 1972 for \$1,000 with tons of spare parts. That was sold to buy Sandra a mink coat! The mink was obsolete by 1990 and was donated to "Good Will" a few years ago as no one wanted it!



Cliff's Continental was truly a "ragtop!"

A [1949 Dodge Coronet convertible](#), a [1950 Dodge Wayfarer](#) convertible, a 1931 Model A passed through my hands. I came proficient in brakes, body work, paint and mechanics. Two 64/65 Mustang convertibles, again airport transportation, went through my restoration process. Over the years, as I had more discretionary income, I improved the Woodie from 2nd place Concourse to Dearborn Emeritus status and still continue to fiddle with it.



Cliff and Bill Simons heading for the ENM in Concord.

I retired from American after 33 years in 1998 and accumulated over 20,000 flying hours. DCA/IAD was my crew base the entire career – I never commuted like so many of my contemporaries. These were the glory days! I took Sandra and the kids (Tracy and Russell) with me on lots of trips. The last eight years were spent flying the Caribbean – I did not go to work, I went on vacation!

I joined the National V8 Club in 1970 and am a charter member of the National Capital and Northern Virginia (#11 – Ed.) Regional Groups. I have held just about every office in the NVRG, including 13 years as editor of the "Valve Clatter". I served as Deputy National Judge for 4 years and a member of the Judges Standards Committee prior to that.

I could not have enjoyed this hobby without the support of my wife Sandra. We have made many friends through the club and have had wonderful experiences together in the Woodie. Life is great with my son, daughter, spouses and five grandkids nearby.

FOR THE LADIES (& GUYS, TOO)

Greetings from Elyse's Wine Corner

By Elyse Kudo

Wine has been a passion for me for as far back as I can remember. The bottles of Lancers and Mateus graced my family's table when I was young only to be replaced by Nuits St. George after my parents took a trip to France. They marveled at the surprising "kick" the wine provided without realizing some certain beneficial treatments such as allowing the wine to breathe and cellaring certain vintages.

After years working in the hospitality industry as well as with wine distributors I had the opportunity to join the Matanzas Creek Winery team in 1996.

[Matanzas Creek Winery](#) is a bit of Provence in Sonoma Valley. The beauty of the estate beckons as you walk through 4,000 Lavender plants.



In 2000 Jess Stonestreet Jackson, the founder of [Kendall Jackson](#) purchased the winery. The Jackson Family wines portfolio now consists of 40 revered wineries across the globe. The purchase of Matanzas Creek was fortuitous as Jess brought it to a whole new level of acclaim, lobbying for and obtaining the Bennett Valley AVA (American Viticultural Area), a designated wine region noted for geographical features as attributed by the ATF.

The primary varietals that the Estate is known for are Chardonnay, Sauvignon Blanc and Merlot.

Of the 4 Sauvignon Blancs produced, the Sonoma County is a summertime delight. For those in a hurry, the screwtop feature lends toward instant gratification. The gooseberry, melon and citrus notes are poetry in motion and crave oyster, burrata cheese, and prosciutto w/Melon pairings.

The medium bodied Chardonnay has aromas of star fruit, papaya, peach and lemon zest. There's a rich savory mouthfeel with a nice bit of balancing acidity. Poultry, Blackened Rockfish, Mushrooms, etc., meld beautifully with the wine.

The coveted Merlot with its unique Right Bank Bordeaux-esque nature, has nuances of dried blueberries, cranberries and black plums. There are notes of bittersweet chocolate and coffee and with

the vibrant acidity and seamless tannins it beckons for a Filet Mignon, Duck, Tuna or Roquefort cheese marriage.

Wine questions? Let me know:

Elyse.Kudo@jfwmail.com

Cheers, Elyse

OUT & ABOUT

A Once a Year Event

By Bill "Mr. Torque" Simons

Bob Bahre [opens his collection](#) to the public once a year on the third Saturday in July. He is the previous owner of the New Hampshire Motor Speedway and has a wonderful collection of original and restored automobiles including Packards and more Duesenbergs than I have ever seen in one place, except perhaps the ACD museum in Auburn Indiana. I lost count of the Duesenbergs but there were at least 8, all in beautiful condition.

The collection is varied but features mostly coachbuilt American and European specials from the 1930s.



Delahaye 135 M Figoni & Falaschi roadster. This is a very special car - one of five ever built in this distinctive design. The Delahaye chassis is based on a racing design but with the extravagant French body and a Hermes interior.

About half of the collection is restored. The other half are in original, well-used (enjoyed) condition. Part of the collection focuses on custom Dietrich-bodied Packards. Packard was a premium brand on the 1920s-1930s and custom bodies were not uncommon. The company relied on well-known designer Raymond Dietrich who started the LeBaron design firm in New York. Dietrich-designs became some of the most prolific and innovative of the 1930s and went on to inspire some incredible cars. Three cars highlights the Bahre Packard collection: [1106 Aero Sport Coupe](#), [1108 Runabout Speedster](#) (custom built for Clark Gable), and the [Dietrich Special Sports Sedan](#) (the 1933 Chicago World's Fair car).

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Something we're a little more familiar with – a 1936 Ford Phaeton.

I drove the woodie 60 miles through the rain but it cleared somewhat by the time we arrived in Paris Hill, Maine. We got preferred parking next to the local Studebaker Club cars. Due to the weather, all the Bahre cars were inside his 3 large barns, so they were quite crowded with visitors.



Most of us have seen the unrestored 1934 Brewster Ford at Hershey but who has seen a 1940 Buick Brewster?

Mr Bahre lives in the historic home built by [Hannibal Hamlin](#) before the Civil War. Some of you may remember that he was Lincoln's Vice President for his first term and was rather unceremoniously dumped in favor of Andrew Johnson for his second term. Otherwise Mr. Hamlin might have been our 17th president.



This custom-bodied 1942 Cadillac dual cowl Phaeton was the personal car of GM styling legend Harley Earl and displays many styling features that showed up in post-war Cadillacs.

Speaking of Museums

By Editor

In The Washington Post Travel Section on Sunday, July 26th there was a multipage article about an exhibit in The Henry Ford titled *Roadside America* by noted photographer John Margolies. It describes Margolies' work in capturing the numerous neon signs that once dotted to roadsides of America in the days before Interstates. [Check it out.](#)



Washington Post photo of the exhibit.

Ford's Louisville, Kentucky Assembly Plant

By Gay Harrington

Everyone who owns an antique or classic vehicle knows about the bug. The bug is the invisible critter that makes a vintage car owner's brain focus on the next challenge. It could be that after a few good fixes or improvements, the bug disappears. But that's not likely. At its worst (or best), the bug gets into your head and, well, there you are with another old vehicle that needs some TLC. Which is how I ended up in Kentucky on July 23rd touring Ford's Louisville Assembly Plant (LAP).

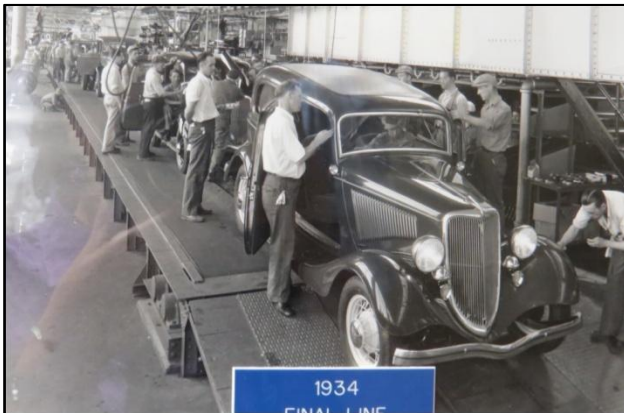


Ford's LAP started operating on April 18, 1955. It currently produces over 8,000 Ford Escapes weekly. From 1957 to 1958, however, this plant turned out the new Edsel automobile (junior series **Out** continued on next page

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only—Rangers and Pacers—which were built on Ford frames). When a shiny, new two-tone green, 4-door, 1958 Edsel Pacer sedan rolled off the Louisville assembly line on August 12, 1957, who could have guessed that this same seventeen-foot behemoth would roll into my Arlington, Virginia driveway fifty-seven years later? That darned bug!

So I had a reason to travel to Louisville, KY: to attend my first Edsel rally and see what these cars look like when they are restored and actually run. A big highlight of the event was the tour of the Ford's LAP. I had never been to any automobile plant, so every moment was interesting, and I thoroughly enjoyed my visit.



Workers put the final touches on a Tudor at the former assembly plant.

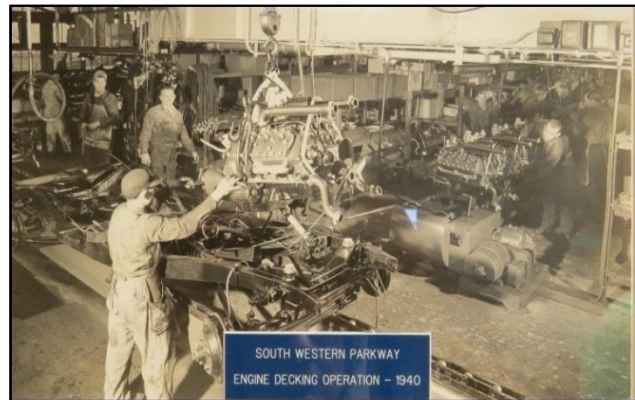
Ford employees from UAW Local 862 greeted everyone and led us past the lobby into a conference room to view a slideshow of historical highlights and vehicles produced at LAP over the years. There was a “guess the car” section and our hostess Tammy was extremely impressed that this group knew every car as well as its production year. Around 2008 this plant was scheduled to close due to the sagging economy. The workers and management cut back shifts and hours and closed sections of the LAP. By 2011, however, six million dollars was invested in the plant and things turned around. Assembling the Ford Escape and the Lincoln MKC essentially saved them. They built the plant up, hired more people, expanded the existing space, and today are the top-producing Ford plant in North America.



Tammy talks to the Edsel aficionados.

At one point in her remarks, Tammy explained that Ford products may have different names and sometimes different applications in the global marketplace. My favorite story was that Ford received hundreds of complaints from China about the glove compartment door breaking. Ford didn't understand why this was a problem, and quickly identified it as isolated within their Chinese market. When Ford researched the matter further, they learned the complaints were due to the glove compartment doors not being strong enough to hold the children seated on them!

After the conference room welcome and introduction, I enjoyed viewing a large array of photos that covered the hallway walls. The photos showed the history of Ford's assembly process beyond the years of the LAP. Photos started with the first Ford assembly crew in 1913 and went up to the present. Then I went through the cafeteria area to the on-site store where they graciously discounted tee shirts to welcome us even more. The best part was last: the tour through the assembly plant itself. No photos were allowed inside the actual plant, so I was scanning all around trying to take in the myriad of activities, machines, parts, and movements that surrounded me for the next twenty minutes.



Twelve people fit into each trolley car that was driven around the assembly plant. Along side the driver was a guide who narrated as we passed through each section of the plant. We rode along watching busy assembly line workers and robots assembling parts into large frames, doors, and bodies that were hanging or moving on large conveyor belts. Above us parts were moving on a tram so that each station had a continual supply of what was needed. Workers were putting seats in, assembling wheel wells, dashboards, lights, doors, testing and inspecting the vehicles. Robots performed multiple welds with precision and painted

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glossy colors on gray metal pieces. It was impressive to see how clean the plant was kept and how efficiently every aspect of Ford vehicle assembly was handled.

Here were a few other things I learned from my day at Ford's Louisville plant:

- ✚ There are more than 5,000 suppliers to this plant.
- ✚ Train rails surround the circumference of the entire property, allowing easy transport into and out of the LAP.
- ✚ The plant uses approximately 700 robots.
- ✚ There are 56 robots that paint vehicles and vehicle parts.
- ✚ Doors are on the vehicle when the vehicle is painted, so that paint matches perfectly. Doors are then removed for wiring and trim. When the vehicle has its doors placed back on, the doors are the exact ones that were removed immediately after painting. Making these match up requires timing and precision. Assembly line workers have less than a minute to handle their task before the car moves on to its next stop on the assembly line.
- ✚ Each car receives more than 50 final inspections prior to leaving the line. When the vehicle is at the inspection stage, there are workers at vehicle level and workers in a lighted pit below the vehicle working simultaneously to check the various systems.
- ✚ The LAP currently produces only SUVs: Lincoln MKC and Ford Escape.
- ✚ There is Ford Truck Assembly Plant 22 miles away that works in tandem with the LAP.
- ✚ Between these two Louisville, KY Ford plants, 81,000 community jobs were created and filled. Ford company operations in Louisville are expanding.
- ✚ The United Auto Workers (UAW) Local 862 is LAP's union, and they are active in supporting workers and the surrounding community alike. They raise money for charities like Make A Wish Foundation, the March of Dimes, and Honor Flights to Washington, DC to allow WWII Veterans to visit their monument. LAP donated two million dollars to charities in FY 2014.

New Weekly Sunday Coffee & Car Show

By Jim Gray and Clem Clement

Jim Gray reports on the inaugural show, July 19th

– Eric Zausner has started a Sunday morning coffee

and cars gathering in front of the Dunkin Donuts at his newly opened Dulles Landing Shopping Center in South Riding. Go northwest on Rte 50 (the road is super wider and there is construction everywhere). Turn right at Loudoun County Parkway and the first left into the Center. The event is held in the Dunkin Donuts parking lot. The shows will run from 7:00 a.m. until 9:00 a.m. each Sunday, unless the weather won't permit a show. This is an open show; cars of all kinds are welcome. Clem and I attended the last two shows, on July 19 and July 26. The following is a compilation of observations and pictures from those shows.

Clem, Cliff Green, Jim McDaniel, Art Zimmerli, Paul Malandrino, Dave Blum and Jim Gray attended the July 19th show. We estimated approximately 200 or so cars of every type there – a few classics, several high-end hot rods, a couple of big money street cars and a lot of modern cars with various types of modifications. A truly eclectic mix.

Clem Clement reports – I was there and I seen it. Our illustrious leader was trying to pop a RR wheelie in his cop car. Jimmy, them shoeboxes ain't built for reverse wheelies! That faux police wagon was a squalling like somebody had stomped on his chipmunks in the motor. Good thing Eric didn't catch ya'.



Jim Gray and Art Zimmerli saying goodbye as Jim McDaniel leaves.

I am stunned, amazed and so proud of some things about America. Our congress can do nothing and take years to do it, but American ingenuity can set up a full Coffee Clutch in two weeks without any problems. Wonderful! Eric owns the shopping center and he was there overlooking it all. They had maybe 60 cars in front of the Dunkin Donuts and the same amount of guests laughing and enjoying the cars in the early morning. By 8:30 am cars were moving on and everyone was getting on with their day. HOT IT WAS!!! I loved it.

A few weeks back at Katie's, Jim Gray and I

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heard that the Sunday morning show at Dick's and Starbucks got cancelled when a wife of one of the Petersen Company's senior officials came to Starbucks early for coffee and found the parking lot jumping. She pitched a fit about it was their property and the insurance didn't cover a car show. She was told this is not a formal show just folks stopping by for coffee. No matter of trying change her mind. Thus the Starbucks lady gets no \$\$ early Sunday Morning and the Dunkin Donuts now does.

I saw Paul, Dave, Jim & Jim in their cars. I'm a wimp so I was in my AC- modern explaining that I had another meeting to go to.

Jim Gray reports on the July 26th show – We had George Smolenyak, Jr. (a GWCer who owns a restoration shop about ½ mile down Loudoun County Parkway), Dave Blum, Cliff Green, Clem Clement and Jim Gray at this show. The field was more diverse with upwards of 280 cars there. Clem and I arrived at 0635 and left at about 0900. We got to talk to a lot of folks with a lot of different kinds of cars. Very interesting, and a great way to start a Sunday. Did I mention the coffee was great?

Clem Clement reports – So it's about 7:56 am and doings is not doing, thus I figures it is TIME.



I delve into the canyon of my rumble seat and grab RAT. I power him up and them red beady-little eyes awaken and he is grinding mad. I shut him down and cover him with a stealth shirt and meander back to the group who has positioned themselves around the famous oracle, Mr. Eric, to colloquate on matters of the higher state. No one can see RAT as he is cloaked in stealth. At the most timely of times I make a remark about livening things up a bit, let out a holler "RAT" and turn him on and loose... nothing. No growl, no eyes, no nuthin'. Nobody moves either. It was like me and RAT wasn't even there no how. Worser than anything. Ron, the owner of the mega chopped '40 Ford Tonner sez "you gotta' be bummed your pathetic performance."

So I takes me RAT by the dead tail and I slithers back to my Cabriolet A, with both RAT's and my tail between my legs. Them boyz never even blinked at me.



Cliff and Jim were dismayed to find this "modified" '37 Packard with a tilt steering wheel, automatic transmission, juice brakes and a "big block" something or other. They wanted \$33K for it... it'd take that much to rip the junk out and really restore it. – Jim Gray



Hot rods and Deuces and Porsches – Oh My!

RESTORATION ROUNDUP

Progress Report

By Dave Gunnarson

Many of you have probably tired asking me about progress on my truck. After all, I've only had it 16 years! Tonight marked a significant milestone: the first part was added to the newly painted frame! It's just a rear axle bumper (NOS of course) but with the right hardware. For the past four days I've been prepping, masking and painting chassis parts. Now it's time to start some assembly once the paint cures a bit more. There's still a very long road ahead, but at least things are going together instead of coming apart. Thanks for everyone's encouragement and understanding!

Roundup continued on next page



The long awaited moment finally arrives.

Email bag comments:

✚ Good for you Dave! I admire your dedication and persistence. *Char McDaniel*

✚ Awesome! Assembly is much more fun than disassembly as it gets you closer to the best fun of all: DRIVING the vehicle. *Bill Simons*

✚ Happiness is attaching the first part! Now the fun begins taking all your years of collections off the shelf and applying them as your extensive research shows. Restoration should go faster now that you are over the hump with the biggies. The club will enjoy your progress in the VC towards the most authentic recreation possible! *Cliff Green*

✚ It's time to start thinking about the next restoration project! Way to go. *Steve Pieper*

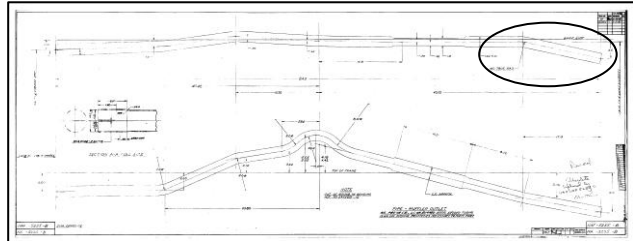
Tailpipes and Agony

By Ken Burns

You know how, just when you think everything is coming together like you thought it would, you get thrown for a loop that takes hours to figure out? I was in the final stages of getting my second Woodie ready to take out to Broadway to Nick Arrington's "muffler guy" and I needed to have the car running.

I've known for years that '41 Woodies used a different tailpipe (11A-5255-B) than the passenger cars (11A-5255-A). It's 84" long and the passenger

car version is only 78". In 1940, Ford introduced an extension pipe that brought the end of the tailpipe out beyond the tailgate – in 1941 they made a tailpipe just for Woodies. Several years ago I acquired a tailpipe that I was pretty sure was an authentic '41 Woodie tailpipe but it had an odd bend at the end – in toward the center of the car rather than out toward the side like you'd expect. Just to make certain I pulled a Dave Gunnarson and ordered the engineering drawing of the 11A-5255-B tailpipe from The Henry Ford Archives. Sure enough, I had the correct pipe.



The inward bend is in the ellipse above.

I installed the pipe in my green Woodie and everything fit like a glove but I had one pipe and two Woodies. The other issue to deal with was the hot air heater in the second Woodie and a stock '37-'41 crossover pipe doesn't work – the bend at the passenger side end is completely different. The solution was to take the second Woodie out the Nick's guy and have him fabricate the crossover pipe and fit it to the car and also make a couple of tailpipes. I wanted to keep my original pipe as a pattern and have two new ones made.

All I had to do was finish up a few minor details and fire up the second Woodie for the first time in years. I had utmost confidence that this would be a short and simple task. I'd run the engine before in my green Woodie and it was a strong runner. I went through the distributor, carb and fuel pump since the ones I'd been running on the engine stayed with the green Woodie. I added all new fluids to the engine and drive train. The new wiring checked out and the engine spun over freely and I had good oil pressure. I dumped a couple gallons of fresh gas into the Bob Drake reproduction gas tank and was ready to start the engine. What could possibly go wrong?

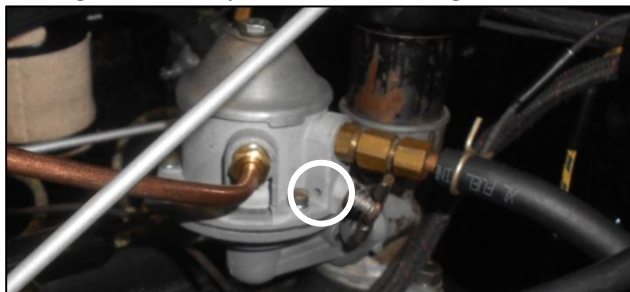
I turned on the ignition and hit the starter. The Skip Haney coil produced a strong spark. So far so good. I figured I'd give the engine a little help with a shot of starter fluid rather than grinding away with the starter until the fuel pump drew gas all the from the tank through the Roy Nacewicz copper coated steel fuel lines. One little shot and the engine fired

Roundup continued on next page

Roundup continued from previous page

right away and ran for a couple of seconds and then died. Repeat process several times and end up with the same results. By now the pump should have pulled fuel from the tank. I separated the fitting on the new Robert Shewman flex fuel line and had nothing. Ponder, ponder, ponder next steps – everything in the fuel system was either brand new, first quality reproductions or freshly rebuilt.

I decided I'd start at the back and work forward to the carb/fuel pump. Rock the car and I can hear the gas sloshing around in the tank. Just in case the pick up tube in the repo tank was too short for some reason I decided I'd add a couple more gallons of gas. That didn't solve the problem. Blow air through the fuel line in either direction. No obstruction. Recheck all the fittings. Still nothing. Check that the check valve in the Shewman flex line is working properly. No change. Crack the flex line fitting and pressurize the tank. Aha, fuel at the flex line. Must be a bad fuel pump. Rebuild another fuel pump and install it. Still nothing. Now I'm really stumped. Reinstall the original pump. Einstein's definition of insanity is creeping into my thoughts. Okay, let's try this: take the top off the fuel pump and dump some gas in the bowl to "prime the pump." Take the cover off and the chamber is bone dry. Now we're getting somewhere. Pour a little gas in the chamber and suddenly it's running out all over the manifold. Rags, I need lots of rags! Open the windows and doors. Turn on all the fans. There goes all the air conditioning. Examine the fuel pump close up. Must be a hairline crack in the housing. Take it off the stand. Examine it with a magnifying glass. I can't find any cracks. Reinstall the second rebuilt pump and it leaks also. Einstein is really taking over my brain. Think, Ken, think. More gas. Finally I notice the gas is leaking out of a tiny hole in the casting.



Gas leaking out of hole that's circled.

Progress. I think. Why is gas leaking out of that hole and why is it there to start with? For well over 50 years I knew that the petcock drain in the bottom chamber of the fuel pump was used to drain the lower bowl. "Back in the day" gas was much poorer

quality than today. The screen in the top of the fuel pump caught the solid containments and the bottom chamber trapped the water. Gas is lighter than water so it would settle to the bottom of the lower chamber and you could drain it via the petcock. For all those years I mistakenly assumed that water drained out through the hollow petcock. Well it doesn't; it actually drains out that little hole. Close examination of the tip of the pet cock showed that it was scored right where it would seat with the lower casting. Over the years it went from being a finger tight fit to a pliers tight fit to a leaky no fit. I examined the second rebuilt carb and found the same scoring. What are the chances? Back to the old box-o-parts. I found a petcock in much better shape and installed it. Poured in a little gas and no leaks. Put everything back together and started the engine; it kept running. Took some time to adjust the idle and called it a day. Figured I'd better quit while I was ahead. I went out the next day and everything was dry as a bone. Turned on the ignition, hit the starter and the engine fired up and kept running.

We spend lots of time talking about how ethanol affects our fuel system components but sometimes the solution is just a basic lack of knowledge about the components themselves.



Crossover pipe being fabricated.



New 11A-5255-B replica installed on first Woodie.

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 Leblicker 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)

Annual NVRG Drive-In Movie Tour

September 19th and 20th
Family Drive-In – Stephens City

- ✚ **Saturday 9/19** - Depart from Fair Oaks at 1:00 pm, for Stephens City. Check in at the [Holiday Inn Express](#) about 3:00 pm. Call 540-869-0909 or 1-800-315-2621 to book your room – tell them “*Henry Dubois/Early Ford V8 Club*” sent you. Our rooms will be held until **September 12th**. The price is \$78 plus tax. Holiday Inn Express serves a complimentary breakfast.
- ✚ We'll have dinner at a local restaurant then head to the [Family Drive-In](#) theatre for their 6th Annual Classic Car Show and Movie night. We'll arrive before dark (around 7:00 pm) and park together. The featured movie is *The Snake and the Mongoose*, the story of two of the NHRA's fiercest competitors – Don (Snake) Prudhomme and Tom (Mongoo\$e) McEwen as they compete aggressively for dominance in the nascent sport of drag racing back in the 1960s.
- ✚ **Sunday 9/20** – TBD – in the past we've toured interesting sights and enjoy a noon meal before heading back to Fairfax.
- ✚ Contact Hank Dubois for more info or questions handcdubois@verizon.net or 703-476-6919 (H)

NVRG ANNUAL FALL MEMORIAL TOUR

October 23th to 25th
Departing Fair Oaks Mall on October 23rd

- ✚ We will be staying both nights at the historic [Summit Inn](#) at 101 Skyline Drive in Farmington PA. We have 15 rooms reserved at a group rate of \$165.00 per night for a king or double and \$185.00 for a "Summit King." To reserve your room, call 724-438-8594 and mention the Northern Virginia Regional Group for the special rate. Their cancellation policy is a full refund if cancellation is 72 hours or more before arrival date.
- ✚ **IMPORTANT:** This is a three story hotel and THERE ARE NO ELEVATORS!! If climbing flights of stairs is not your favorite form of exercise, reserve your room early and ask for a room on the first floor.
- ✚ There are a limited number of rooms with two beds so reserve early if this is your choice.

This is a historic hotel where Henry and his pals Edison and Firestone stayed on occasion with pictures of them in the lobby. We'll visit Frank Lloyd Wright's spectacular [Falling Water](#) house. Many more great things to do are planned so make your reservations now.

✚ Questions: contact Wayne Chadderton or Bill Simons

Come to the picnic or...



see a movie with us...




or go leaf peeping on our Memorial Fall tour.





Vehicles For Sale

-  1950 Ford Custom - 89,716 miles - Original interior - Flathead V8 - runs great - Virtually rust free - Vintage accessories - Headlight visors - Taillight stainless side trim - Fender skirts - Window vent visors - \$12,000 - Lynn: 336-246-9343 or Jerr: 336-354-6669 – located about 6 hours south of Richmond 8/15
- **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
 - Bumper type tow bar, \$50. ½"drive air impact wrench, \$10. 3/8"air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 9/14
 - Welder with both oxygen and acetylene tanks. It also includes two welding tips plus a cutting
- Automart continued on next page

Automart continued from previous page

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

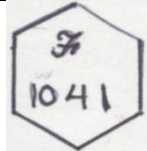
➤ A single garage space in the somewhere in the Fairfax Station, Fairfax, Springfield, Lorton area. Minimum of 10' x 20'. If you have space or any leads let me know. **Don Lombard** (C) 703-975-6454 (H) 703-690-7971 or don.lombard@verizon.net 8/15

➤ 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



NVRG BOARD ELECTIONS

Call for Nominations

Folks, according to our NVRG By-Laws, August is the month when we start the process of looking for folks who enjoy our Regional Group and want to have a hand in making it even better that it is right now. Our Board of Directors consists of 10 voting members, each serving two year terms, with five members standing for election each year. The staggered elections mean that while there is continuity on the Board, each year we have the opportunity to refresh the Board with new members.

Our nomination/election timeline goes like this:

✚ August – Call for nominations – Nomination Committee named – contact Committee Chair Dave Gunnarson if you would like to run for a seat on the Board or know of someone you think would make a good Board member.

✚ September – list of nominees presented at the September general membership meeting. Nominations will also be accepted from the floor.

✚ October – election takes place by electronic and mail-in ballot if more there are more than 5 nominees. If there are not more than 5 nominees, those nominated will be elected by acclamation at the general membership meeting.

✚ November – if there are more than 5 nominees all ballots received by November 1st will be counted and the results announced at the November general membership meeting. Newly elected Board members will attend the November Board of Directors meeting where NVRG officers for the upcoming year will be elected and committee Chair positions agreed upon.

✚ Results of the Officer election and Chair assignments will be announced in the December *Valve Clatter* and announced at the Holiday Gala.

Here's what all of this means. We need interested folks to step forward and help keep this club great. Don't be afraid to become involved. If you've never served on the Board before you won't be thrust into a position you're not comfortable with. The Board elects the President, Vice President, Secretary and Treasurer. You won't be thrust into one of these jobs unless you want to be. You can start out helping an experienced member organize our programs, tours or membership or other activities. Once you're feel comfortable with your position you can take on a larger role.

Contact Dave Gunnarson today if interested!



NVRG Calendar



<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. More info on page 14.
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! See page 14.
<u>September 2015</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: Electrical Systems – TBD – Refreshments: Rob Pond
12	Knights of Columbus Annual Car Show – 5115 Little Falls Rd in Arlington VA. 9 AM to 3 PM rain or shine. All proceeds to benefit the Honor Flight Network . \$15 pre-registration, \$20 on-site registration. Call (703)895-4032. Contact Ken Burns for an application.
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. See page 15 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
<u>October 2015</u>	
3	Marshall Ford's 100 Anniversary Celebration – Marshall, Virginia. We'll caravan from Fair Oaks Mall or you can join us there to celebrate Marshall Ford's 100 th anniversary in the same location.
3	58th Annual Antique Auto Muster at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8:00 AM sharp – contact Clem Clement at clem.clement@cox.net if you plan on caravanning. Don't get left behind!
7-10	What else but Hershey?
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 .
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey Review. Refreshments: Dave Westrate
18	Woodies at Rockville – Woodies will be the featured marque this year!
23	NVRG Fall Memorial Tour see page 15 for more details
27	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



✚ **December 12 – Holiday Party** @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
Secretary	John Ryan	703-281-9686	Tours – Member	Art Zimmerli	703-323-1774
Treasurer	Wayne Chadderton	703-435-1142	Tours – Member	Bill Simons	703-536-3648
At Large	Dave Gunnarson	703-425-7708	Property/Refreshments	Mark Luposello	703-356-3764
Membership	Gay Harrington	703-888-0180	Historian	Don Lombard	703-690-7971
Programs – Team Lead	Joe Freund	703-281-6282	Webmaster	Cliff Green	703-426-2662
Programs – Member	Eric Sumner	703-860-1916	Newsletter (Valve Clatter)	Ken Burns	703-978-5939
Programs - Member	John Sweet	703-430-5770	Sunshine Committee	Keith Randall	703-913-5655
Fairfax Show Dave Westrate 703-620-9597					

August Program: NVRG Auction and Ice Cream Social

Mark your calendar! The August Meeting is on Tuesday, August 11th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



FIRST CLASS MAIL

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