



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



*Northern Virginia Regional Group #96
Chartered December 11, 1977*

Volume XXXVIII, No. 11

November 2015

Cliff Green - Asso. Editor

NVRG FALL TOUR

By Cliff and Sandra Green



"Wagon Master" Wayne Chadderton and his faithful navigator Jane, led the NVRG group through hill and dale into SW Pennsylvania to the beautiful Summit Inn. It was a motoring experience at the peak of the leaf season during the weekend of October 24. The choice of our stay was all the more appropriate, since Henry Ford and his buddies had stayed there.

Unfortunately, the Blums, Randalls and McDaniels were unable to participate because of various health reasons. So while missing these faithful V8 friends who were unable to attend, we still managed to have three woodies (Green's, Burn's and Simons'), plus Leo Cummings' Mercury, and Don Lombard's '53 Tudor to make the trek. Jim McCune's '53 snazzy red convertible joined us at the Summit Inn along with John and Shellie Sweet and his Dad and

Mom of Uniontown, PA. The Chadderton's and the Westrate's chose to drive in comfort!

The first day covered 200 miles through Winchester, Paw Paw, and Cumberland, with the last 50 miles driving the beautiful Route 40. This historic road, known as The National Highway, was the first federally funded highway in America. The day was beautiful and warm - delightful for touring. That

evening we were treated to a delicious buffet at the Inn.

The Summit Inn was built in 1903 and is basically unchanged today - no elevators! A focal point was a large stone fireplace in the lobby, surrounded by cozy furniture of the period. This was the central gathering place where our group enjoyed camaraderie and V8 stories.



Summit Inn Lobby socializing

Continued on page 3

Up Front with the President

November 2015



A story of woe... I was all set for our 2015 Fall Memorial Tour to Western Pennsylvania. Earlier in the week I'd had an oil and filter change on the old cop car, a tune-up including carb adjustment, new points/condenser, timing set, and I washed the car. Following an extended test-drive later, however, I had to acquire a new flexible fuel line (from the firewall to the fuel pump), as the old one had developed a slight leak at the pressed fitting on one end. It finally let go and left me stranded on the side of the road just the day before our departure for the tour. It took some scrambling and visits to a half-dozen shops, but I was finally able to find a local machine shop that could reproduce a high pressure, high temperature gasoline fuel line with the correct fittings. Installed, I was now finally ready to go!

The closer I got to the departure time, though, the more I questioned whether I'd be able to make it, for another reason. Several days earlier I had a fall while walking/hiking after my cardiac rehab workout. I was not far from home on an "unimproved" path with lots of rocks, and I lost my footing and fell onto some of the rocks. I wound up with a very large hematoma on my right leg below the knee that within five minutes had swollen to the size of an orange. I saw my doctor, had the leg x-rayed, and got a tetanus shot, but my "orders" were to keep it elevated with alternating warm and cold compresses. It became obvious I'd not be able to follow those orders while driving several hours to and from Pennsylvania, and touring while there.

So, unfortunately, I had to cancel late in the day just before the trip. I was told by those who went that I missed a good one. See the coverage of that tour in this issue.

Our membership continues to grow. **Cliff Green** brought in three new members, bringing our total to 151 members. Thank you Cliff for continuing to spread the word.

Our earlier planned November garage tour had to be postponed, possibly till after the first of the year, and a replacement tour is in the works. At the time I'm writing this I don't have confirmation of what the replacement tour will be, but we expect to have it confirmed before the VC hits the street. Check the NVRG calendar toward the end of this issue to see if it made it. The same goes with our November program. Final coordination is underway and should also be in the activities calendar.

Of course our Christmas Holiday Gala is our big event for December. It is confirmed for December 12 and is always a lot of fun. Our dining room at P.J. Skidoo's in Fairfax has space for only 50 people, so if you plan to attend you need to get your reservations in very soon.

Also by way of reminder, the 2016 NVRG calendar has been printed and is available for purchase. They have been going fast and Cliff Green tells me there are not many left. Let Cliff know if you'd like a copy and he'll set one aside for you or get it in the mail to you. Think stocking stuffers and gifts for you family and friends.

Jim

Jim "High Sheriff" McDaniel

Saturday called for occasional rain, but held off until late in the afternoon and did not affect our activities. We toured the incredible Frank Lloyd Wright masterpiece, "Fallingwater" and many later toured the nearby "Kentuck Knob" which Wright designed at age 86. Overall, It was a very special day learning about the genius and creativity of Wright, known as the greatest American architect of all time.



Fallingwater built in 1935

Our men were incredulous to learn that Wright did not believe in garages!! In his mind, they provided a space for "clutter"... V8 wives can certainly attest to that!!! Instead he built small car ports and they were, indeed, immaculate. Kentuck Knob, built in 1956, did have a large gravel parking area (known as a motor court) right up to the house's front door.



Deck at Kuntuck Knob – built 1956

The Stone House was our destination for a delicious dinner. Some of us proceeded to the Lady Luck casino afterwards, and used the free coupons that the Inn had given us. Even after our great dinner, several of us managed to

chow down on home made desserts just calling our name at the Lady Luck restaurant!

The woodie men were concerned about the predicted rains, so the Inn allowed the woodies to park in a large stone carriage house on the grounds for Saturday afternoon and evening. Indeed, rain did develop, but three woodies stayed dry and made for a great photograph, three tailgates in view through the arched stone bays.



1903 Carriage house at Summit Inn

The good news was the rain stopped on Sunday morning and the bad news was the fog. But, it burned off in time for us to proceed down the hill to Fort Necessity where a young George Washington commanded British troops against the French and Indians.



Many thanks to the ground work done by Wayne and Jane and Bill Simons who scouted the area in advance. It is the prior planning and V8 fellowship that make our fall tour so enjoyable.

HERSHEY 2015 MEMORIES

By Dave Gunnarson

Ken Burns and I arrived Wednesday morning and set up our tent and canopy in the camp **Cliff Green** and Bill Selley had established. I started walking under very cloudy skies and delivered auction books to **Mel Herwald**. Almost immediately, I discovered two New Obsolete Stock (NOS) radiator splash pans under a dealers table that only fit 1935 big trucks. The owner didn't know what they were and he told me he had them out at the eastern national meet last year in Gettysburg and nobody could tell him what they were or even if they were Ford parts. I knew exactly what they were and have only ever seen two others. I quickly paid for them and then he said he had two more at home and did I want those too? Absolutely! Only at Hershey!

The clouds burned off and then it was sun, sun, sun for the next two days. The big story for me was getting delivery of a matching 1935 Demonstrator truck advertising panel from past EFV8 President, Don Rogers, but that is literally another story.

Unlike last year vendors seemed to have lots of heavy parts: generators, starters, engines, and transmissions. Similar to last year, there were lots of empty spaces. NOS truck parts seemed to come in pairs: I found front hubcaps and brake actuator arms and they joined the splash pans and came home too.

There were lots of great folks to talk with, recon-nections with distant friends, and plenty of smiles. I also noticed that there seemed to be more women than ever, mostly couples.

The most unusual vehicle was a custom Crosley "swamp buggy" welding truck which had the engine relocated to the back seat area, an aircraft-like front nosecone and rubber tank treads in place of the normal axles and frame. It was recently acquired and the owner posted a sign asking if anyone knew anything about this rig and also that it was not for sale.

Overall it was great fun and the countdown to next year has begun.

THREE GENERATIONS AT HERSHEY –

By Dave Westrate

My son in law **Eric Sumner** and I have gone to Hershey together since at least 1998 and lived in a tent in the club camp site. Eric and Nancy's sons Eli and Nate have watched us leave and return from these adventures every year since they were born. Eli is now 16, is in possession of a drivers permit and, as luck would have it, school was closed on Hershey Friday. Eli decided it was time to see "it" for himself so Eric drove back to Virginia on Thursday night and brought Eli back early Friday morning.



Within an hour Eli found a part he needed for his mini bike and instinctively loaded it in his back pack and began hauling it around. We walked the fields together, had lunch at Chocolate World (including chocolate ice cream), covered the tent with tarps and took shelter in the truck as a big storm came through, had dinner at the Penn Hotel, took in the RM Auction at the Hershey Lodge in the evening, spent the night in the tent and took in the big car show on Saturday.

On the way home, as is our tradition, we stopped in Maryland for pumpkins and pies to take home for the official start of the holiday season. As Eli's grandfather I was so proud to have him on the Hershey team and I hope he will have a chance to go again. One problem he has to work on is he loves BMW's!!!

HERSHEY: HOW SWEET IT IS!

By Gay Harrington



Now that I've been an early Ford V-8 gal for nearly three years, I can hardly remember when Hershey was a candy bar. "Hershey," I've learned is "the" event for the serious and the not-so-serious rust and dust car lovers. Hershey is "the" great annual pilgrimage that car hobbyists, enthusiasts, and collectors (thanks for defining these distinctions, Ken) anxiously wait for all year. Some of us NVRG members are no exception—we set our watches and calendars to Hershey time. We live October to October. And while I'm holding firm on never camping at Hershey (why interrupt such a great and venerated male-bonding tradition?), I really enjoy going to opening day each year. Besides, I'm lousy at telling a good story (lies!) about my Hershey treasures. I'm pretty sure the vendors see me coming and mark things up ten or twenty percent.

My Hershey goals are simple and modest: get a little better each year at knowing the names and functions of the parts, tools and gizmos needed for a '49 F-1 and have a good time walking and talking with others who enjoy old cars. This year I bought some hose clamps and some bargain tools. My big purchase was a spare tire from Coker Tires (yes, that great big inflatable you-can't-miss-it Hershey landmark). Rolling that thing around on top of my small metal dolly with the square red plastic milk box attached was such fun. Well, at least for the first ten minutes before I hit the loose gravel and the hills. God bless the person who invented bungee cords! One thing seems certain as I enjoy the fresh air and sun, clocking in at 7.5 miles at the end of an adventurous day: Hershey will never again be just a chocolate bar.

HERSHEY MUSING

By Hank Dubois

After spending the first two days (Wed. & Thurs.) walking the fields, I was a bit whipped and my feet were getting sore so I decided to take in the running of the race cars at the Stadium. So, at 11:00 am on Friday, I headed for the Stadium and got a good seat about halfway up on the near side grandstand which was open to spectators. I spent the next hour and a half watching the approximately 20 vintage race cars make 3 or 4 laps each around the track. Apparently under AACA rules, vintage race cars must be driven on the track before they can be shown on the show field. The cars ranged from a '30's/'40's Model A Jalopy Racer to a '60's Dragster and included a couple of really nice '50's/'60's Offy or V8/60 powered Sprint Cars and an Indy 500 Car. My favorite was a 1933 Sprint Car named the "Crack'n Riley Special" powered by a Model B engine with a Riley overhead valve conversion head and other period speed goodies. I had a great time and now count this as one of the best and most interesting things I've seen/done at any Hershey!

Another high point for me at this year's Hershey was the RM Auction at the Hershey Hotel on Friday night when **Keith Randall** had the winning bid on a very nice '36 Cabriolet and **Art Zimmerli** was successful in selling his nice '36 Roadster for a very respectable price. Thanks to **Dave Blum**, the "motel wimps" are treated to passes to the auction and this has become something that I really look forward to each year. We also have a chance to look at the auction cars up close usually the night before they are sold - some of the most unique and/or high end cars are displayed in the corridors outside the auction hall and the rest are in a large tent facility nearby. RM is now part of Southeby's which probably means that the annual Hershey Auction will continue to be one of the country's premier vintage auto auctions.



THE MOTHER LODE

By Cliff Green

My goal at Hershey this year was to find 11A distributor weights as my supply was about exhausted. As you might already know, I have been advertising in the V8 TIMES about "Waking up your engine" by increasing the advance curve in earlier (late '36 – 1940) distributors. Henry advertised 5 more HP in 1941 and the only thing he did was redesign the weights and corresponding shaft to provide an improved advance curve going from 21 degrees to 26 degrees with full advance. As with today's octane, we can tolerate a lot of advance!! The same 11A weights are installed in distributors up through 1948.

I requested all the NVRG at Hershey to be on the lookout for junkers at around \$10 or less. After two days, all that surfaced were two units! It was not until quitting time Thursday afternoon that the Mother Lode was discovered by Ken Burns and Bill Selley.

This vendor had disassembled distributors and placed the various parts in separate boxes. There were the weights on the shaft that I needed without me having to take apart the distributor to get at them, which can be a bear. We soon had a pile of 19 which I bought for \$5 each! I am in business until the cows come home!!



1/8 of the car corral



Burns, Sumner, Lombard, Selley, Randall, Blum, Simons, Dubois



Campers: Green, Westrate, Gunnarson, Sumner, Selley, Burns

MEET YOUR DIRECTORS

JOE FREUND

I was born in New York City and lived there until we moved to Westchester County, NY north



of the city when I was six years old. During high school my two most favorite elective classes were mechanical drawing and power mechanics. Our school actually had multiple car lifts with a complete mechanics workshop and we would work on donated cars and our own cars. My first Ford was a 1961 Econoline window van which I purchased for \$300 from a local auto dealership in Eastchester, NY. The car needed all the typical used car repairs. The van spent many days at the school's shop. It was my pride and joy.

Throughout middle school and high school I was actively involved in the Boy Scouts of America. Ultimately I attained the rank of Eagle Scout and was awarded the Order of the Arrow. During senior year of high school I was the head youth for running our Camporee for our county. My van was filled to the brim with camping supplies for the weekend and made it to the Camporee 40 miles away with no problem. After an excellent weekend, on my way home the van through a rod and had to be towed to a gas station. Unfortunately, the van was left outside and vandalized with all the windows broken out, upholstery torn, a lead pipe rammed through the radiator, and tires slit. Needless to say, it was a total loss with insurance virtually paying nothing. What a huge disappointment! I worked on the van in a garage over the weekends but the cost was prohibitive and I had to scrap the car.

I graduated high school mid-year and attended Guilford College in Greensboro, NC right away graduating in 3 ½ years with a B.S. in Political Science. During my senior year of college I was employed by the North Carolina Department of Corrections as a correctional officer. As one can imagine, my exposure to the dark side was eye opening but highly informative in learning how to “read” people. After two years with the prison

system, it was time to escape and move back to New York.

Having worked summers in landscaping and tree care, I went to work fulltime for a tree care company eventually opening my own business. I sold it after eight years. A number of my customers were in the commercial real estate business which helped me land my first job as a real estate broker in 1985. My roles in real estate over the years have been varied and have included brokerage, property management, hotel development, and corporate outsourcing for such clients as ExxonMobil, Red Cross, and the United States Postal Service.

My wife, Sara, and I met in New York City in 1978 and were married in 1981. We lived in Westchester County until we moved to Fairfax County in 1993. Our daughter currently lives and works in Houston, TX. One thing you may not know about me is that I have been collecting antique toys for 40 years and have had some on display in a museum. In addition, I am the proud owner of Lionel train collection a portion of which I purchased from one of our members.



I purchased my 1948 Ford Super Deluxe Six Tudor Sedan in 1999 from a very close friend in Westport, CT. The Ford has won several “junior” awards at the AACA National Fall Meet in Hershey, PA and the Sully Father’s Day Car Show. I learned about our club when I took the Ford to the NVRG Car Show in the City of Fairfax in 2003 where I was warmly greeted by the “Good Will Ambassador,” Cliff Green. The first words out of his mouth were: “That’s a nice looking Ford. Are you a member of a car club?” The rest is history!

PART I: CALIFORNIA DREAMIN' OR HOW WE TOURED YOSEMITE IN AN OLD FORD

By Keith Randall

Several months ago, January to be precise, I came across a web site that advertised a Bed & Breakfast Inn just outside the south entrance to Yosemite National Park. Why visit Yosemite? Well, it's recognized as one of the world's true natural wonders. There are sheer granite cliffs that rise from the depths of valleys, waterfalls that cascade down hundreds of feet and there are still giant sequoias to be found in an ancient grove. Perhaps you had heard of 3000 foot El Capitan, Bridalveil Falls, Glacier Point or Half Dome.

Yosemite is located in Northern California along the western slopes of the Sierra Nevada mountain chain. Yosemite was central to the idea of establishing national parks. In fact, President Lincoln signed what was known as the Yosemite Grant in 1864 to protect the area from development. This was the first time that the U.S. government set aside park land specifically for preservation and public use. This grant was also instrumental in the establishing Yellowstone as the first national park. However, it was not until the National Park Service was created in 1916 that Yosemite National Park came under the protection of the park service.

So how do old Fords figure into this? Well, the Bed & Breakfast that I discovered is called 'The Tin Lizzie Inn' and there is a very good reason for that name. Not only is this is an elegant Victorian home in a wonderful location called Fish Camp, CA, population 200, but also it is run by an antique car fan that offers the use of a Ford Model A and Ford Model T for you to drive!



When I mentioned the B&B with old cars to drive to

my wife Susan I was most surprised at her excitement. She knows me too well because I'm sure she knew that she could get me on an airplane and off on a vacation if there were old Fords involved. Indeed, her positive response was all that I needed and I immediately called the owners, David and Sheran Woodworth, to verify what I had read about having the use of the old Fords. So, after checking the B&B reservations and Susan's work schedule we came up with a time period that worked during the first part of August.

Of course, we were concerned about the four year drought and numerous fires in California but, as luck would have it, the fires were mostly concentrated in areas northeast of the San Francisco Bay area and didn't impact us in any way. But, the whole state it is extremely dry and municipalities have banned the watering of lawns, washing of cars and the use of swimming pools. This has resulted in many homeowners replacing their lawns with 'gravel' and emptying swimming pools and then filling them in with dirt or creating patios where they once were. For now, some water is still available to irrigate the crops California is noted for. However, there is a very real possibility that the price and availability of vegetables and fruit will soon be a problem for us all.



Fording the stream!

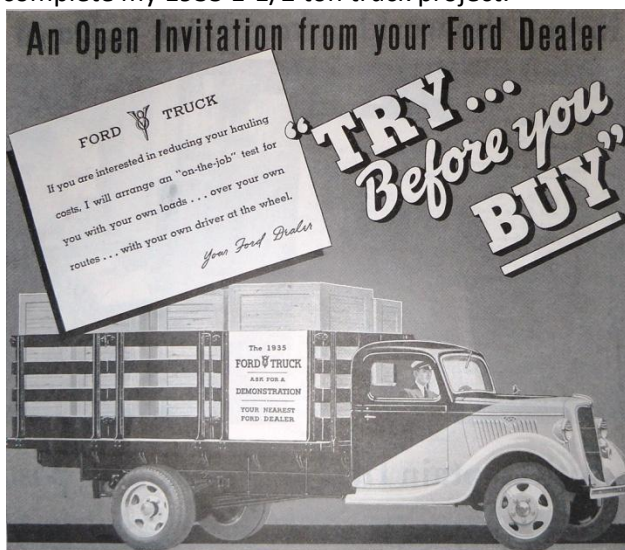
On a happier note, what a fantastic way to see the sights of Yosemite! With tops down on either a '29 or '31 Roadster and the '16 T Touring we were afforded excellent panoramic views in a spectacular national park. We logged over 70 miles each day in either one of the A's or the T and experienced no mechanical issues. I always enjoy the opportunity to drive an old car and being able to do so while visiting an outstanding national park at the same time was simply superb!

LIGHTNING STRIKES TWICE

By Dave Gunnarson

In 1935, Ford created custom painted lettered trucks so that Ford dealers could use trucks as Demonstrators. Potential customers were allowed to borrow the Demonstrators to test them under their own loads, routes and conditions. Each dealer was encouraged to purchase a Demonstrator truck from Ford for this purpose. The paint scheme was a Vermillion Red accented with Takoma Cream diagonally on the lower half of the cab and all wheels. The advertising panels were placed immediately behind the cab on the right and left sides and were lettered with the phrase, "The 1935 Double Duty Ford V8 Truck, Ask for a Demonstration." This was followed by the dealers' name, location, and phone number. Once the 1936 models were out, these trucks were obsolete and presumably the advertising panel was painted over.

In 2012, I acquired an original Ford Dealer demonstrator truck advertising panel on eBay from a man in Illinois (see the November/December 2012 V8 Times, page 3). This was the first original I'd ever seen and the truck came from a Ford dealership located in the small farming town of Lovington, IL. Past EFV8 President, Don Rogers, was kind enough to pick it up for me on his way to the October AACA meet in Hershey, PA and deliver it there because the owner was unwilling to ship it from Illinois and I live in Virginia. For the past three years, it has been proudly hanging in my garage as an inspiration to complete my 1935 1-1/2 ton truck project.



Amazingly, three years later, another 1935 demonstrator truck panel came on the market from a different seller on eBay located in a different area of Illinois. I quickly began negotiations to secure it as well. The reason for my interest was that it was from the same truck! There was only one truck made and the probability of finding one surviving panel was really small, never mind the odds of finding the matching panel from the other side of the same truck.



Dave Gunnarson with Don Rogers at Hershey- United again!

Once again the owner was unwilling to shop the panel so I called Don again and we agreed to meet in Hershey the October for the exchange. I decided to bring the first pane with me to Hershey for the historic reunion. Neither seller could provide any history of their respective panel, so the whereabouts of these panels over the years is a bit of a mystery. The amazing thing is that they are back together and hopefully will not be parted again. I'm amazed at the odds that these two unique parts from a single truck now reunited.



Cool dudes out west with the demonstrator

TECH TIPS

By Cliff Green

I was not happy with the new bonded metal composite brake lining on the front shoes that I bought from Joblot. They did not have the "feel" that I had before with the riveted. It required more effort to stop the car and they squealed. After reading an article in "Woodie TIMES" by Zach Merritt about "Stopping a Vintage Woodie" I decided to give the new lining material a try.

And, **John Girman** reported that he was brake fade problems driving on the California hills and had his brakes shoes relined by a specialist. The results were very satisfactory. His endorsement helped make my decision.

Zach reported that he used *Porterfield Racing* in Costa Mesa, CA to reline his shoes with Carbon/Kevlar R4-S brake lining material. RS-4 lining is a non-asbestos, quiet, low dust, long wearing, fade resistant, heat tolerant, has great "bite" even when the lining is cold, and is remarkably drum friendly. I had the inside diameter of the drum measured so they could arc the lining for an exact custom match.

Since 1986 Porterfield Enterprises has earned a reputation for manufacturing quality competition brake pads and brake products to the performance racing industry. A close working relationship with leading professional motor-sport teams has led to the development of the one of the finest racing brake pads ever produced. This uniquely engineered composite brake pad using the latest ceramic composite technology design combines high performance materials to make a better stopping and more rotor friendly brake pad.

(949) 548-4470
(800) 537-6842



www.racebrakes.com

In order to continue to drive the Woodie, I sent out a request on the list server for a loan of brake shoes that I could send out as a core and to return my old ones when the new were installed. **Hank Dubois** and others responded. Good thing, as the new ones were not delivered in time for my weekend tour to PA.

The 59AB in my Woodie has excellent compression and held the car back going down the hills, so the brakes did not have a major work out.

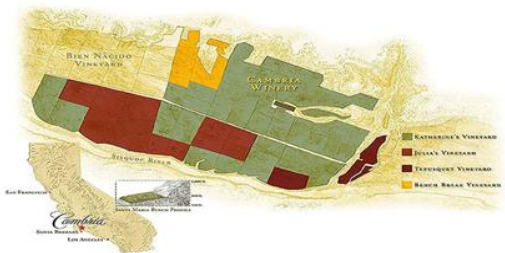
*The Porterfield R-4 Carbon Kevlar **pads/linings** have a unique, integrally molded ceramic heat shield designed specifically to minimize heat transfer in high temperature applications keeping caliper/drum temperatures at proper levels. These state-of-the-art materials offer tremendously high friction levels while at the same time extending rotor/drum life.*

This kind of quality and engineering does not come cheap - \$165 delivered, about twice as much as the usual suppliers. But, safety and confidence and the best performance possible are worth it, in my opinion.

I have not taken a test drive before going to press. Report will be in the December edition.



Cambria
ESTATE VINEYARD & WINERY



Cambria winery

Founded in 1987, Cambria winery is situated in the Santa Maria Valley 17 miles in from the sea. The vineyards are East-West facing and as a result the cool ocean breezes lend towards a long hang time and late October is often when harvest occurs.

There are 1200 acres planted to the fabulous Chardonnay, Pinot Noir, Syrah and Viognier. As Stonestreet was one of the prized jewels in the crown to Jess Jackson, Cambria is to his wife Barbara Banke and their daughters Katherine & Julia who all have wines named after them. Winemaker Denise Shurtleff has been crafting sublime wine at the estate for 20 years. Denise makes over 28

individual bottlings that represent the unique geography, topography and climate of the Santa Maria Bench.

The Cambria Estate has been involved in experimental wine grape growing, planting eight different Pinot Noir clones. Clone 4 was the original clone planted to the property and now is produced in small quantities of Chardonnay and Pinot Noir.

The women of Jackson Family Wines could focus solely on its many wineries across six continents. But its members are also passionate about giving back.

Julia Jackson visited Atlanta, Virginia and Washington DC last week to publicize Cambria Estate's new Bench Break Labels in Santa Maria, California, which include a Pinot Noir and Chardonnay. The Pazzo Pomodoro dinner in Vienna was a sell out with 80 attendees.

She shared their passion for an organization she and her sister Katherine founded, Seeds of Empowerment that awards \$100,000 to "warrior women" who have overcome adversity and inspired others. Last year's recipient, Dr. Victoria Kisyonbe, worked to redesign the traditional model of micro-finance to better serve 200,000 Tanzanian women.

The wines you will find in the market with the approximate pricing are:

Katherine's Chardonnay- \$18.99

Julia's Pinot Noir- \$22.00- A must have for Thanksgiving dinner!

Tepusquet Viognier- \$17.99

Tepusquet Syrah- \$19.99

They are easily available at Harris Teeter, Costco, Vienna Vintner, Calvert Woodley, Bassins MacArthur Beverage

Happy Thanksgiving!

Cheers, Elyse

Questions? Email me- Elyse.kudo@jfwmail.com

NEWS FROM THE FIELD

Al Edwards sold his '48 panel truck to our UK member **Colin Spang**. This truck is a rarity in England. Colin fills a container with items that have been purchased and delivered to **Ken Burns** over the year. He and his friend **John Millburn** stayed with **John Sweet**. Colin attended our October meeting and showed us images of his current restoration of a 1937 Lincoln Zephyr coupe.

In conversation with the salesman, Charles, at Joblot Automotive in Queens, NY, the building has been sold and the company will go out of business. He does not know what will happen to the inventory. I have done business with them since the early 70's!

There was excitement at the Hershey Auction. **Art Zimmerli** sold his '36 roadster for \$67,000 and **Keith Randall** bought a '36 Club Cabriolet for \$42,000. Report in next months VC.

Mike Prater has discovered that he owns a extremely rare 1932 steel oil pan of which only 1% of the '32's were so equipped!!

Al Mason has completed restoration of his 1928 Auburn Boat tail speedster and it was shown at Pebble Beach!



TECH TIP: **Ken Burns** had to be jump started on the way home from PA. He demonstrated the correct way to jump when using a 12V assist by touching the starter motor terminal. This way you do not put a jolt on the rest of the wiring!

The Board of directors has formed an exploratory committee, headed by **John Sweet**, to consider the feasibility of holding an Eastern National Meet in 2017.

Gay Harrington, membership chair, reports that we have 151 members on our roster!

The proceeds from calendar sales are over \$1200. They are going fast –order yours now!

NOVEMBER 14th TOUR



In 2010 we reorganized B&B Machine Shop in Leesburg, VA as M&D and relocated to Purcellville, VA. Continuing the business which had been in Leesburg for over 25 years.

The new facility is over 3 times the size and has allowed M&D to almost double its production and machining capabilities.

Gather at Fair Oaks Mall at 9:00.

Lunch at Magnolia afterwards.

Then, Tour of Al Mason's garage

Contact Art Zimmerli of your intentions at:

viewtown@cox.net 703-323-1774

GLEN MILLER AT THE GLENVIEW

By Jim LaBaugh

Many years ago, Glenview Mansion (built in 1926) and its adjacent grounds became the centerpiece of the 153 acre Rockville, Maryland Civic Center Park. Now, each October, many antique and classic cars vehicles become ornaments in the natural amphitheatre that is the back lawn of the Mansion. This year at the base of that amphitheatre, on center stage, the **Rockville Swing Band** provided the sounds very familiar during the years spanning the Flathead Ford V8 era.

In the center aisle perpendicular to the band, were 20 woodies which were the special display for this year's show, including **Bill Simons'** 1949 Ford Station Wagon, **David Blum's** 1947 Nash Sedan, **Ken Burns'** 1941 Ford Super Deluxe Station Wagon, **Cliff Green's** 1940 Ford Deluxe Station Wagon, and **Dave Westrate's** 1939 Ford Standard Station Wagon.



Some of the 578 cars on the field - there is no judging

Aisles rising up the slopes from the center axis of the amphitheater held 578 vehicles from 31 car clubs. All of these provided a wonderful smorgasbord of distinctive marques for the car enthusiast, and the general public, to feast on. At the top of the hill, those who wanted to feast on everything from pizza, to barbeque, to crab cakes could, and did. On the other side of the food vendor aisle was the flea market and car corral, but the highlights of the show were the vehicles. For those with Italian flair in mind, there was plenty to peruse, with row upon row of Ferraris, Alfa Romeos, and the like. There were enough Rolls Royces on display one might have thought they wandered onto the back lot of Highclere Castle. The luxury and style of Packards was not far behind. For the Ford enthusiasts, a long row of Model T's accented one of the upper aisles. On woodie row this included a rare 1941 Cadillac woodie, with the wood done in Honduras.

Two other of the Fords at the show included a 1938 wagon (who joined the NVRG) and a 1940 wagon that had its original roof! For those of other Detroit Iron persuasions, there were plenty of examples to view, including Corvair Corsas that were in abundance near the food aisle.

Many trucks across the spectrum could be found, including fire equipment. Rockville definitely has much to offer, and because of many of the high-end vehicles on display, had echoes of the Amelia Island Concourse, without having to travel to Florida for the sound.

A good crowd circulated throughout the show, including NVRG club members **Bill Potter, Rick Parker, John Sweet, Colin Spong, John Milburn Clem Clement, David Henderson, and Art Zimmerli.**



Cliff Green, Dave Westrate, John Sweet, Jim LaBaugh, Ken Burns, Dave Blum enjoy the Rockville Car Show.

One of the advantages of the location of the woodie display was being near the band. Swing tunes definitely enhanced the ambience, with the lead singer's voice as remarkable and distinctive as the sound of a well-tuned Flathead Ford V8. Among the woodies, David Blum's Nash was also distinctive because it was the only one on the show field that has screens on the back windows. In addition the rear seat folds down enabling a couple to sleep in the car. With Halloween not too far away, the Nash had the added accent of a couple of skeletons in costume lying in the back that provided surprise and delight to those who really took the time to look into the autos.

For those who did not have time to get to this show, mark your calendars for next year, and consider viewing the 8 minute video, that includes some of the vehicles, the crowd, and a fair selection of the bands offerings.

<https://www.youtube.com/watch?v=KusyqpErOIk>

You are cordially invited to attend the

2015 NVRG HOLIDAY GALA

Saturday, December 12, 2015



P.J. Skidoos

9908 Fairfax Blvd.
Fairfax, VA 22030

Dress: Coat and Tie
Cocktails at 6pm (Cash Bar)

Menu Selections

A fresh green salad with house dressing, bread, dessert, and tea or coffee included with each dinner entrée

Filet Mignon with mushroom peppercorn sauce, red potatoes, and green beans (\$29 per person)

Fresh broiled Salmon with lemon butter or honey Dijon Glaze, red potatoes, and green beans (\$23 per person)

Grilled lemon chicken breast with rice pilaf and green beans (\$20 per person)

Dessert: Chocolate Mousse or Sherbet

Please make your reservations not later than **Tuesday, December 1st**

Mail your check payable to NVRG with entrée and dessert choices to:

Joe Freund
2303 Sawdust Road
Vienna. VA 22181



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

Parts and Miscellaneous For Sale

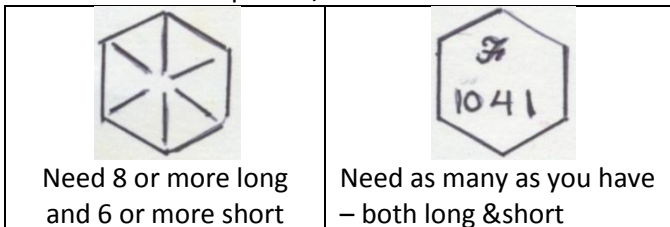
- **VA License plates** – 1 set 1932 truck, \$100 or offer; 1 set 1954, \$100 or offer; both need some touch up – Locking latches for 1934-35 Ford Trunk (New), offer - Welding set, two medium tanks with cart and welding table, \$50 or offer – Home made trailer with 1932-34 wheels, \$50 or offer. Benny Leonard, benshar100@gmail.com, 703-863-5814 (C) 703-278-2994 (H) 09/15
- **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 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 restora-

Automart continued on next page

tions. 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

- Two or 4 used 650/70/15 or 700/70/15 tires for my 1947 Chrysler. Andy Koerner akoerner2@cox.net 09/15
- 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
- 8BA script head bolts – see images below. Must be in excellent shape. **Steve Groves** – 301-530-7411 before 9:00 pm. 03/15



- For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 12/14
- For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – Jeberly4@comcast.net 7/14
- Driver quality 35-36 Pickup. Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 01

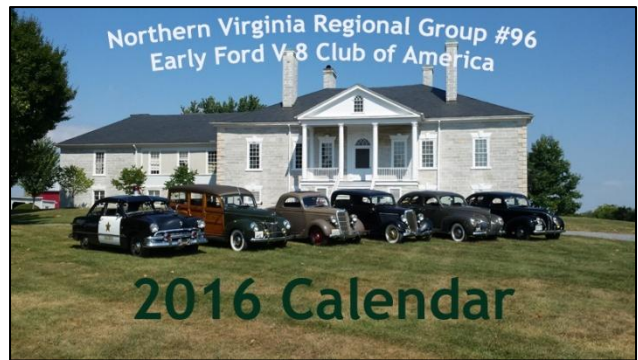
GARAGE SPACE AVAILABLE

In anticipation of a vacancy I will be making available a garage bay with dimensions approximately 25 1/2' by 11 1/2' with a 12' ceiling in the near future. The space is offered in total for \$250/mo., or in part for smaller vehicles which would fit in multiples @\$90 each. The building is a secure modern garage on an occupied property, located in the Fairfax City area. **Dave Henderson**. 703 938 8954

For Sale: 1990 Ford 150

4X2 XLT Lariat / 5.0L V8 / Auto O/D Transmission / Cruise / Tilt / Air Conditioning / Power Door Locks & Windows / Auxiliary Fuel Tank / Trailer Tow Pkg / 6250 LB GVWR Pkg / Bed Liner / Cap / Front & Rear Hitch / Michelin LTX Tires / Die Hard Battery / Current VA Inspections / Manuals / Records since new. This top of the line F150 is a garage kept, ZERO rust truck with only 94,000 miles. This truck is in near flawless condition and everything works. It has many more miles and years of service to go. I've owned it since new and have the entire history. It will be hard to find a better F150 at a better value! \$7500 OBO. **Keith Randall** (703)862-2405

2016 NVRG CALENDARS



2016 NVRG calendars are here!

This is our 11th consecutive calendar and once again we present 12 completely new NVRG member calendar cars. Great for Christmas gifts or for your own man cave. Available at monthly meeting or at the Holiday Gala. Contact Cliff Green:

dcliftongreen@gmail.com

6214 Militia Court
Fairfax Station, VA 22039
703-426-2662

If paying by check make the check payable to "NVRG. The calendars still cost only \$15 (you pick up) or \$18 (USPS Mail).

BETTER IDEA: INCLUDE \$18 FOR THE CALENDAR WITH YOUR ANNUAL DUES of \$15 - WRITE ONE CHECK FOR \$33



NVRG Calendar



<u>November 2015</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program , Navy Capt Bethea talks of Operation Praying Mantis during Persian Gulf War – Refreshments : Jim LaBaugh
16	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
14	Tour to M&B Machine shop in Purcellville, lunch , Al Mason visit See page 12
24	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
24	Valve Clatter Deadline - submit articles, want/sell, etc. to Cliff Green – dcliftongreen@gmail.com
<u>December 2015</u>	
12	Holiday Party @P.J. Skidoo’s, Fairfax Boulevard, Fairfax City
2	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
24	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
24	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>January 2016</u>	
1	Happy New Year Everyone!
12	Membership Meeting – 7:00 pm – Nottaway Park – Program : ??? – Refreshments :???
TBD	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
26	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

NEW MEMBERS - Welcome

Jerry Lunt – 1941 Ford Sedan, 1935 Ford Coupe, 1934 Sedan
1621 Locke’s Mill Rd. Berryville, VA 22611 540-955-2696

Stan Johnson - 7006 Spur RD, Springfield, VA 22153 703-644-0758
fordyhorses@aol.com

Henry Gabler – 1938 DeLuxe Station Wagon 202-570-0626
9530 East Stanhope, Kensington, MD 20895 mhgabler@gmail.com



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					

November Program:

Mark your calendar! The November Meeting is on Tuesday, November 17th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA

Navy Captain Dallas Bethea will talk about "Operation Praying Mantis" during the Persian Gulf War 1988



FIRST CLASS MAIL

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