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Value Clatter

Early Ford V-8 Club of America



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

Volume XXXVII, No. 12

December 2015

Cliff Green Assoc. Editor

NOVEMBER TOUR

By Hank Amster



On Saturday, November 14th, a stout band of V8ers (18 of them) left the usual Fair Oaks meeting place at 9AM for a trip to Purcellville to visit the MDR Performance Engines machine shop. Stalwarts such as Selley, Simons and DuBois, drove their old Fords on the trip.

The company, led by Evan Meyerriecks specializes in classic and antique engine repairs, engine building, and mechanical restorations. They take pride in everything they build, from restoring a priceless antique engine to building a modern-day 1000hp race engine. With a total of six employees, they have a full service machine shop onsite, and nothing is outsourced to ensure the overall quality of the end product.

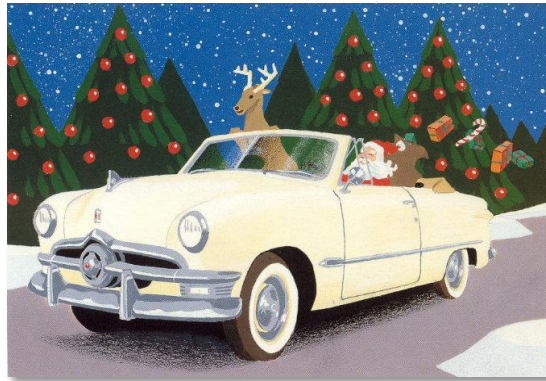
Evan walked us through the facility and described the various machines installed and the procedures employed to operate each of them. He described how an engine block is rehabilitated from stem to stern, showed a machine that automatically refurbishes crankshafts, and amazed the entourage with quotes about cost of some of the machines and their attachments. He also gave approximations of the cost of restoring an old V8 flathead engine.

Of course the tour was followed up by an excellent luncheon at Magnolia's in Purcellville. We V8ers can't go without our food! The tour was quite impressive, even for a unknowledgeable individual such as myself. Art Zimmerli should be congratulated for his selection of the facility and his excellent management of the tour.

Continued page 3

Up Front with The President

December 2015



Allow me to wish all our readers a **Very Merry Christmas** and a **Happy New Year** from your NVRG Board of Directors! ! We hope to see you at our Holiday Gala this December 12th. Sign up now if you haven't already.

It's hard for me to realize that my two years as president are drawing to a close. I just have to start this last message by saying what an honor it has been to represent this great Club as your president for the last two years, and what a fun time I've had. Frankly, after having served on the Board in a number of various positions in years past, being president is one of the easier jobs I've had, due entirely to the concept of "delegation" and to our wonderful board members who are incredibly knowledgeable, helpful, and always at the ready to help with the tougher jobs.

And that brings me to your 2016 lineup for your Club's Board of Directors. I am delighted to announce (you heard it here first) that your 2016-2017 NVRG President will be **JOE FREUND**. Joe has done a stellar job as Programs Team Lead and has brought us many very interesting programs at our monthly membership meetings. Programs Team Lead is one of the more challenging jobs on the Board, having to continually be on the search for new ideas for club presentations of interest to the members. Joe really stepped up to the plate and has brought us some great ones. Thanks for a great programs lineup, Joe. Now it's time for you to relax and for you to practice the concept of delegation.

The chart to the right lists the 2016 Board members and their positions. Most members from last year have remained, and a few positions have changed.

Eric Sumner has left the Board to focus his time on family and work. Thank you for your contributions, Eric.

I appreciate the work of the entire Board and thank you all, but I would like to especially recognize and thank **Ken Burns** for his tireless work on our award-winning Newsletter. Great job Ken!

Jim

Jim (High Sheriff) McDaniel

Name	2016 NVRG BOD Position
Joe Freund	President
Bill Simons	Vice President & Fall Tour
Wayne Chadderton	Treasurer
John Ryan	Secretary
Gay Harrington	Membership Chair
Dave Gunnarson	Programs Chair
John Sweet	Programs
Hank DuBois	Tours
Art Zimmerli	Tours
Mark Luposello	Property & Refreshments
Don Lombard	Historian & Fall Tour
Cliff Green	Web Master
Ken Burns	Valve Clatter
Keith Randall	Sunshine Committee
Dave Westrate	Fairfax Show
Jim McDaniel	Immediate Past President

MORE ON THE NOVEMBER TOUR

By Bill Potter

I would just like to add a few words to Hank Amster's excellent write-up of our tour to the MDR machine shop in Purcellville, VA. After four years in the military, I spent virtually my entire career at the Army Research Lab as a prototype machinist. The skills that I learned so long ago are basically the same as those of an automotive machinist. The primary difference is the equipment: Aside from MDR's vertical mill and lathe, every piece of equipment in the shop is task-specific, designed to deal with the different parts of an engine.

With obvious pride the proprietor, Evan Meyericks, told us that he carefully selected all of his used equipment one piece at a time from all over the country as they became available over time. Almost everything is old-school made in USA. Like an old car, condition is everything and we were all surprised to learn how accurate his 1927 lathe still is.



It's most unusual to see a crankshaft grinder in an automotive machine shop because skilled operators are few and far between and this work is normally done in a dedicated crankshaft facility. The main and journal diameters need to be accurate to + or - .0001 of an inch. I just miked one of my gray hairs at .003 so this tolerance is roughly one thirtieth the diameter of a human hair!

Automotive machine work is a sister trade to the work that I did for the Army but the language is the same. For a relatively young guy, Evan is very fluent as well as passionate about his chosen profession. His shop is very well equipped and can even handle balancing in-house. I would have no reservations at all about taking an engine there for a rebuild.

Thank you Art for another great tour.

More....

The tour continued after lunch at the magnolia restaurant in Purcellville to the garage of member **Al Mason**. There we were treated to the finished 1928 Auburn Boat tail roadster that just complete showing at Pebble Beach. Proudly Al described his restorations efforts while the car was on the hydraulic lift. Every detail of the car is perfect in every way. It was interesting to note that this early car had hydraulic brakes and an oiler system for the king pins. Many features of the Auburn had to be made as no parts existed. We were amazed to learn that Al painted the car himself and used a 50/50 mix of color and clear after not being please with the acrylic lacquer.



Members inspect the beauty



With the Auburn on the lift, Al (center) explains the underpinnings to Hank Dubois, Wayne Chadderton, Dave Westrate and Bill Potter.

Now that the Auburn is finished, Al's disassembled '34 roadster that completed a "Great America Race" will get his attention.

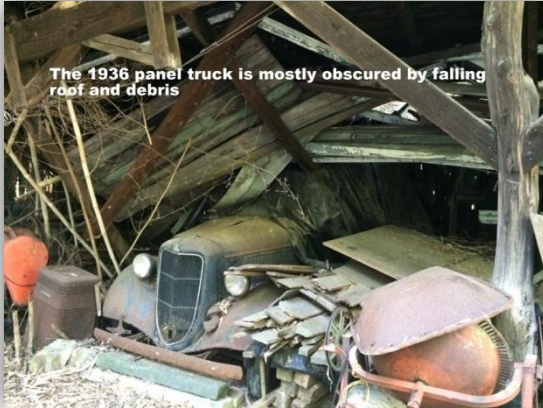


On our garage tours to the Potter's farm in Maryland just across the Potomac River, I've always taken notice of the various cars and trucks scattered in the trees and sheds slowly being reclaimed by nature. Bill Potter has been our marvelous host and all of the vehicles outside the metal building belong to Buzzy Potter who has no interest in parting with any of them, so it's fun to admire them and move on.

A few of Buzzy's old vehicles receive special treatment by being protected from the elements. One of them is a 1936 1 ½ ton panel truck covered in black plastic in the old hay barn. As a big fan of the 1935 and 1936 big trucks, I let Bill know that the truck meant something to me and that I'd be interested in helping preserve it if the time came to do something or Buzzy ever wanted to let one of his vehicles go to a new home.

A few weeks ago I received an email from Bill telling me that during the winter the roof of the hay barn had collapsed and the truck was in peril of being crushed. Now was the time to do something or let the truck be totally destroyed. I agreed to help and offered one of my garage bays as a storage space. Bill checked with Buzzy, and he agreed that it would be fine to relocate the truck to a safe storage space in my garage in Virginia.

I took a day off work and early in the morning loaded my van with all sorts of rescue tools: jacks, chains, wood blocks, and a Sawsall. After a slow motion trip around the Beltway, I arrived at Bills place and we took stock of the situation. The main ridge beam of the barn had failed and the front and rear halves of the roof had fallen down on top of the truck. It was hard to tell how badly damaged the truck was as both sections of the roof were resting on the truck. The situation looked dire, definitely unsafe and the truck would not survive another winter. This was not going to be an easy job to extract the truck safely. Not

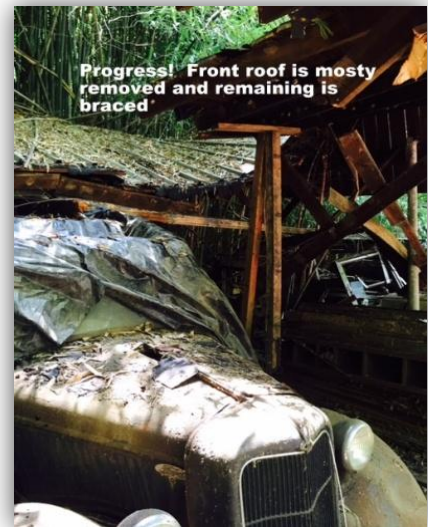


only was the truck pinned down by the roof, on one side was a large stack of wood and on the other side was more wood and some Model T truck frames up against the body. The front was blocked by some stone and concrete blocks while the rear was almost inaccessible because of an impenetrable bamboo thicket.

We decided to start by taking away whatever we could on the front and side of the truck. Over moved the cement mixer and we pulled and restacked a large pile of sawmill lumber which termites and powder post beetles had rendered into kindling and rotted pulp. We also gingerly removed lots of gutters and downspouts which had been stored amongst the rafters. Then we wrestled the Model T truck frame and some lumber away from the truck on the other side of the lumber pile and we could now see all sides of the truck, except for the top which was still covered by roof parts.

We mulled over our next move and figured that we could gingerly remove a roof board or two that was reachable from the ground to see how much the roof moved and to test our nerves. With a lump in my throat and an emergency dive location in mind in case the whole building started to fall over, I used the Sawsall to begin to cut away very small pieces of dangling roof. Each piece was very small but was amazingly heavy as there were several layers of thick asphalt shingles and dense heavy wood. To top it all off, there was a corrugated tin roof of top of that too! The first pieces came down with no ill effects, so more and more got nibbled away amid a shower of dust, shingle pieces and who knows what else. After a few hours and a few

thousand pounds of roof removed, we realized that we needed to stabilize the remaining roof. Using a house jack, we successfully installed a post to brace part of the front roof, giving us some confidence that it wasn't



going to immediately come crashing down on top of us. It also gave us confidence to start cutting away at the front roof overhanging the front of the truck. After a few more hours, amid a constant shower of singles, termites, dust, dirt and bamboo leaves most of the front roof was gone. We stood back and admired our progress - - the front roof was either removed or braced and the front half was free and clear. Now we set our sights on the rear roof. It had come down and was resting on the roof of the truck. The roof itself looked to be in much better condition so we used a 16 foot long 4x4 and slid it across the top of the truck and under the roof joists.



On one side we drove a post under the end of the 4x4 to raise the roof slightly. On the other we used a floor jack and a 4x4 post to raise the other end up. Slowly the roof began to rise up with occasional nerve-wracking cracking and groaning sounds. After many nervous pumps of the jack, we raised

the 4x4 beam up sufficiently to free the truck from the weight of the roof and we put a temporary post in place of the jacked up post. Unfortunately there was still one beam of the roof pressing on the top of the truck. We figured the weight couldn't be too overwhelming so we gingerly cut the end of this beam away. Magically, as the saw cut the bottom six inches away, the beam didn't move. The truck was finally free from the roof and ready to be dragged out. We ended our first day with quite a sense of accomplishment and tired muscles but also relief that this truck might yet have a good future ahead.

I returned a week later with tools intent on getting the truck ready to roll. First up was breaking free the lug nuts on each wheel. Since the nuts were rusted solidly onto the threads, the process was to heat each nut cherry red then let it cool. With liberal doses of WD-40, each nut came free. Then the front end was lifted up and the steering checked out. Everything was working fine and now it was ready to roll.

On a clear day, a friend of Bills, Brian Denell, a fifth generation Cabin John resident, who's great-great grandfather was a lock keeper on the C&O Canal, arrived with his F-450 diesel 4x4 dump truck. We attached a chain to the



front cross member, and when Ryan

hit the gas, the truck lurched forward from its 35-year long hibernation.



After about 5 feet of progress, we re-set the chain around a tree to pull the truck straight the ground. Then the chain was connected to the right rear wheel, and a heavy duty piece of plywood was laid on the ground. A hydraulic jack lifted the rear frame and with enough chain Ryan's truck

was able to swing the rear end out to the right to get the old Ford pointed down the road. Resetting the chains again, we pulled the truck out and up near Bill's driveway

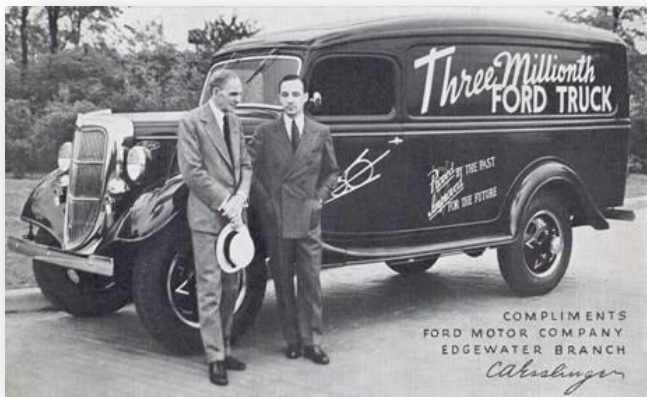
Moving day was dictated by Hurricane Jouquin rains which threatened to turn the yard into a swamp and make a mess. With light rains and an occasional downpour, the panel truck was winched onto a roll-back to begin its journey to a new home. Other than the normal Beltway traffic we arrived in Fairfax Station with no problems. After scratching our heads trying to figure out how to unload, the driver finally unloaded at the end of the driveway leaving me the task of figuring out how to get the truck into my garage. Bill kindly offered the loan of a set of car "skates" and with the addition of a concrete anchor in the garage floor for attaching a come-along, the truck was pivoted and hauled backwards into the garage. Finally the truck was in a dry and secure home. Now comes some cleanup and preservation work to prevent any further deterioration of Buzzy's truck. It's finally preserved for a future restoration and saved from getting crushed.



THE THREE MILLIONTH FORD TRUCK

By Dave Gunnarson

On May 12, 1936 Ford Motor Company reached a milestone when they produced the three millionth Ford truck. The 1936 1-½ ton panel truck (Model 51-920), with optional deluxe trim, was custom lettered and sent on a promotional tour across the country. At the time, Ford had produced 1/3 of all trucks ever manufactured. The deluxe options on this truck (made available in the Spring of 1936 to help boost truck sales) included a chrome grille shell, chrome windshield frame, dual horns with chrome covers, dual wiper blades, radio, cigar lighter, ash tray, interior dome light, chrome rear view mirror, visors and opening rear window. It's not possible to tell if all of the interior options were included on this particular truck but the chrome grill and windshield frame, dual wipers, dual horns and a radio antenna under the running board hint that the interior was equally appointed with options. Also optional were dual rear wheels with wider fenders, and helper springs to boost the carrying capacity from 3,000 pounds of cargo to upwards of 6,000 pounds with all of the optional gear installed. Out of the 1,337 of these Budd-build bodied trucks were produced in 1936 (2,793 in 1935), only 81 of them were the deluxe model shown in this photo.



Henry and Edsel Ford pose alongside the three millionth Ford truck at Dearborn as seen on an advertising post card sent to truck prospects the. Henry and Edsel provide a scale to show the large size of these trucks.

*In a follow up to Dave's article last month's VC here is an interesting picture of the 1935 Ford demonstrator truck (like the one Dave is restoring) leading a parade of car haulers transporting new 1935 Fords thru the town of Odessa, Texas.
Editor*



OUT AND ABOUT

Part II: Stumbling Upon Car Week in Carmel by the Sea, California. *By Keith Randall*



On the second part of our California Dreamin' trip Susan had suggested we visit William Randolph Hearst's home, otherwise known as the

'Hearst Castle' near San Simeon. So, after leaving Yosemite we drove a modern rental to that location on the Pacific coast. The home is sited high above the Pacific Ocean on what Hearst called the enchanted hill. It's a magnificent Mediterranean style country house that features three guest houses, gardens, pools and terraces. It was here that Hearst entertained celebrities and many famous guests. The home and grounds are now a state historical monument. After touring the Hearst Castle we drove the coastal highway (Highway 1) to Carmel by the Sea and quite by accident discovered that we had arrived in the middle of 'Car Week'!

Every year in August the town hosts the ten day Monterey Peninsula car gathering. There are concours events, tours, automobilia displays, a motorsports reunion and auctions culminating in the Pebble Beach Concours d'Elegance show. Well, I hadn't planned for any of this and felt lucky to spend a day checking out the 'Carmel by the Sea Concours on the Avenue' car show held along both sides of Ocean Avenue that was closed for the event (Susan was happy to check out the shops along the avenue). The show was to feature multi marque vehicles 1940-1973 and Porsches and Ferraris 1947-1989. There were more than 200 cars registered for the event and the weather was perfect. However, I estimate that 90% of the cars were either Ferrari's or Porsches! The few old American cars were either resto rods or just plain hot rods but, all the vehicles were high end as befitted the owners and the crowd. Not only were the shows organizers and car parkers dressed in coat and tie (with matching fedoras) but most of the crowd was dressed quite well too. The atmosphere didn't quite measure up to the ambiance of the NVRG's Fairfax show!

HUNTER HOUSE , WHERE WE MEET



In 1871, Dr. James Hunter of Banff, Scotland sent his sons James and John Craig to find a new home in the United States. In 1874, they purchased Moorefield, which until 2003, stood on land adjacent to Nottoway Park. The family settled into the Moorefield House. In 1890, John constructed a home for himself. The original house was a typical turn-of-the-century frame farm house. The two-story building had two chimneys on the outside of the north and south walls, a wood shingle roof and beveled siding. The first floor contained an entry stair hall, a living room with a fireplace, a large kitchen and a pantry. The two second floor bedrooms were probably heated by fireplaces or stoves. The original house had no plumbing, electricity or central heating. A 110-foot deep well was dug outside, close to the south wall of the kitchen.

By 1920, improvements by several other owners included an open porch, a two-story bay window on the east side, which created a sitting room and a bedroom, a two-story addition on the south side and a basement. New bedrooms were added to the second floor and in the attic. It is believed that indoor plumbing, a bathroom and electricity were added about 1930.

From 1921 to 1940 the property was home to the family of William Davidson, the son of a Civil War hero and a close friend of then Governor George Parry. They operated a fruit orchard and after Prohibition, in 1933, a winery. The winery was bonded as Distillery No. 4 of the Commonwealth of

Continued page 8

Virginia and produced a wine called "Virginia Maid." Some of the imported grapevine stock, now gone wild, can still be found at the front woodland edges of Nottoway Park. Davidson added a metal embossed roof to the house, enlarged the basement for wine distillation and storage, and had or used a pump for the well which filled a large storage tank in the attic.

In the 1940's, the Thorne-Smith family made major revisions to the house. These included a complete renovation of the interior, removal of the old end chimneys and the addition of a new interior chimney which allowed for fireplaces in the living room and the master bedroom on the second floor. A garage was attached, plumbing was concealed and electrical and central heating systems added.

The property changed hands several times before being purchased by the Park Authority in 1972. At the time of purchase, the house was known as Dandru Farm. The house was added to the Fairfax County Inventory of Historic Sites in 1975 and renamed the Hunter House after its original owner. The Park Authority completed restoration in 1977, and for many years the house operated as a community center. Today, in addition to being available for rental for a variety of social and corporate functions, the formal lawn of the Hunter House is also the site of the "Nottoway Nights" free concert series in the summer.

The Hunter House is listed on the Fairfax County Inventory of Historic Sites and with the Virginia Department of Historic Resources.

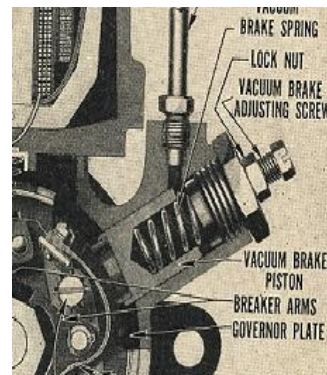
TECH TIP

By Cliff Green

Let us examine the vacuum brake on the 32 -48 distributors. There is a piston and spring inside the housing on the driver's side (RT) of the distributor or on the top as in 1942 and later. There is a copper line attached to it that comes from the intake manifold. (The original line has a seam in it!) This is the source of vacuum or suction. The purpose of the brake is to restrict the ignition advance under load as in acceleration or climbing hills. If the brake was not activated, the engine would receive too much advance too soon and the engine would knock/ping. This was important when our cars were new burning the much lower octane than we have today.

A good flathead at idle will pull 19-20" of vacuum and can be measured with a gauge. If it does not, try adjusting the idle needle valves to raise it to the highest reading – make sure you return the RPM to what it was before. If this does not help, than you have a leak somewhere in the fittings or the intake manifold gasket. Or, the engine is tired with very low compression. When you step on the gas the vacuum goes down until you stop accelerating. The lack of vacuum causes two things to happen: A) it allows the spring in the vacuum brake to apply pressure on the advance ring preventing the weights to fly out and B) allows the spring in the power valve to open injecting more fuel into the intake manifold.

The vacuum brake adjustment is not as critical today with our high octane gas. What you don't



want is the adjustment screw to be to tight. But first let's make sure that the vac line is not plugged up by blowing through it. Then take a 1 1/16 wrench and take the large nut off the tower. Pull out the spring and the piston

and note the condition of the leather pad on the bottom. If there is a big groove in it, the adjustment was too tight and you were losing power. Clean out the bore with a crocus cloth, oil slightly and the piston can be replaced with the grove 90 degrees to the advance ring or buy a replacement piston. Move the adjustment screw all the way out making sure that the plate inside the bore is attached – this pushes down on the spring. Reassemble. There might have been a gasket under the nut although the parts assembly diagram does not show one. You can use an 18mm spark plug gasket if you wish.

The brake adjustment screw is turned in only 1 1/2 turns and locked down. Accelerate the car in high gear from 10 mph, and if it knocks turn the screw in until it just goes away. I have yet to hear a knock. (It does not mean much since I can't hear anyway.) Now that you have unlocked the advance, you will notice more pep.

THE DINGO SCOUT CAR

FORD AUSTRALIA 1942

The Dingo Scout Car was a light armoured car built in Australia during WW 2. They were produced by the **Ford Motor Company** during 1942.

Australia as a nation was ill-prepared for World War 2 and possessed little in the way of armored vehicles. Being at the time unable to purchase them from their traditional supplier, the United Kingdom whose industrial output was dedicated to



more immediate needs in Europe, Australia was forced by circumstance to develop and build them from what resources were to hand, and armoured cars and scout cars were no exception. Much



creative application and innovation was spawned by the lessons learned from World War 1.

The Dingo, (not to be confused with the British Daimler Dingo Scout Car), was based on a commercial Ford 134.5 inch wheelbase chassis, shortened to 110 inches, fitted with a Marmon-Herrington 4 wheel drive kit. **It was powered by either an 85hp or the 95hp Ford V8 engine.** Onto this was fitted an armoured body manufactured from ABP-3 (Australian Bullet Proof Plate type 3) by Victorian Railways. The front armour plate was 30mm thick whilst the sides and rear were 10mm.

The Dingo was fitted with a Bren light machine gun (.303 calibre) and Mk19 Wireless. It carried two personnel. The vehicle's weight (4.5 ton) restricted its off road mobility and the front axle could be distorted when travelling over rough terrain. A lighter version with only 10mm of armor and an open top was proposed at the end of 1942 but was not proceeded with as armoured cars were available from overseas. All 245 vehicles produced were disposed of in 1945.

Surviving Dingos can be seen at the Royal Australian Armored Corps (RAAC) Tank Museum at Puckapunyal Victoria, at the Australian War Museum Canberra, and the Melbourne Tank Museum in Narre Warren. There are also several vehicles in private owner-ship.

Thanks to the Queensland RG 157 "Early V8 Update", David Healy Editor

REMINDER

DUES ARE DUE BY
THE FIRST OF THE
YEAR.....

Add \$18 to your \$15 dues
for a copy of the NVRG
2016 Calendar

GILMORE MUSEUM

By Clem Clement

This past summer, on the way to visit our sons, Sandy and I planned a short stop at the Gilmore Auto museum (well, Sandy planned a short stop). Our 2-hour stay lasted 8, and we didn't even begin to see it all; whatta' place!! Note, however, that motels are quite a distance away.

<http://www.gilmorecarmuseum.org/>



"On a 90-acre historic campus midway between Detroit and Chicago is the Gilmore Car Museum, where automotive history comes to life right before your eyes. Here, visitors shoot the breeze in an old-fashioned gas station, children stand inches from a 1930 Rolls-Royce that's from a Disney® movie, and grandparents reminisce about a '57 Chevy that was the star of their yesteryear. Stroll the campus, eat lunch in our authentic Blue Moon Diner, and walk right up to an amazing collection of over 300 vintage automobiles and motorcycles. It's the ultimate experience for everyone in your family, including the young, and the young at heart.

A truly unique and ultimate automotive experience, the Gilmore Car Museum has been named one of the Nation's TOP FIVE car museums and was recently listed as Michigan's #1 Greatest Historic Auto Attraction by Pure Michigan. Experience nearly 400 extraordinary, vintage and collector vehicles and motorcycles from all eras, all on display in over a dozen vintage buildings. Exhibits range from the early cars of the 1890s to fabulous Duesenbergs and Hudsons. There are also "American Legends: Hot Rods & Customs," and automobiles built in the "Other Motor City – Kalamazoo." The campus is also home to the largest museum ever dedicated solely to the Model A Ford, which became a reality thanks to our own Stan Johnson when he was the president of the Model A Ford Foundation (MAFFI). The campus will soon feature Dust Bowl & Great Migration vehicles of the '20s

and '30s, the elusive 1948 Tucker, vintage PedaCars, Walt Disney Studio's "Gnome-Mobile" and much, much more. When you visit, be sure you check out the authentic re-creation of a 1930s Shell Gas Station, where gas is always 18 cents a gallon.



The museum sells, among other things Fordite jewelry. Ms.

Sandy wears very little jewelry and saves our money for cars and trains. She fell in love with the multi-colored Fordite jewelry, also called Motor agate. http://fordite.com/Home_Page.html

"Fordite, also known as Motor Agate, is a unique automotive enamel material with an interesting history. The original layered automotive paint slag "rough" was made incidentally, years ago, by the now extinct practice of hand spray-painting multiples of production cars in big automotive factories.

The over sprayed paint in the painting bays gradually built up on the tracks and skids that the car frames were painted on. Over time, many colorful layers built up there. These layers were hardened repeatedly in the ovens that the car bodies went into to cure the paint. Some of these deeper layers were even baked 100 times.

Eventually, the paint build-up would become obstructing, or too thick and heavy, and had to be removed. As the story goes, some crafty workers with an eye for beauty realized that this unique

byproduct was worth salvaging. It was super-cured, patterned like psychedelic agate, and could be cut and polished with relative ease!"



This museum should be on everyone's bucket list!

MEET YOUR DIRECTOR

By Gay Harrington - Membership

I was born in Connecticut approximately in the middle of the last century. Ike Eisenhower was president. It was the Chinese year of the Horse. My dad had just received a promotion to Chief in the US Navy. Joan Crawford's movie Johnny Guitar was a hit, as was Hitchcock's Dial M for Murder. Doris Day was crooning "Secret Love," and writer Norman Vincent Peale's The Power of Positive Thinking was an international best seller. The battle of Dien Bien Phu was raging and would end when I was just a few days old. It would be many years before these things would mean anything to me. A baby doesn't give a hoot about context. As for family, it's hard to imagine better parents than those I was given.

In 1944, at age 16, my dad enlisted as a Merchant Marine to serve the troops and our country in World War II. In 1948 he joined the U.S. Navy, where he served for thirty years. He was a "Mustang" who became an officer, retiring as a Lieutenant Commander. It goes without saying, he inspired my life for the better.

I grew up number two of five children, sandwiched between two of my three brothers. I probably don't even need to say my sister was the princess. My sister quite naturally took after the queen—my mother—who never touched a gas pump in her life. Not even once. In contrast, I stayed busy following my big brother around and getting in trouble for him whenever he could arrange it. I never minded helping mom because she knew all kinds of practical things, but I much preferred asking dad if I could help spit-polish his shoes, shine his brass belt buckle, wash the car, clean the garage, or hand him tools (asking about each one). His life seemed so much cooler—so much more mysterious and exciting, what with the uniform, the deliberate shine and all. My idea of being "daddy's girl" was a bit more hands on than my sister's sugarcoated approach (although we relied on her talents whenever ice cream or treats of any kind were involved).

The first car I really remember was my dad's big, white 1959 DeSoto Firesweep station wagon with the third seat facing backwards. Numbers two and three always got stuck sitting in the third seat because princess (number four) would get car-sick

riding backwards and number one son had to commandeer the middle rear seat for the best view of the road, pulling rank on the rest of us. Those were the days. To this day I don't sit facing backwards on the subway, bus, or train...ughhhh!

I attribute my interest in old cars to my grandfather, Lester Harrington, who owned a beautiful emerald green metallic 1959 Imperial. I remember sitting on the plush, crown-embossed upholstery playing with the electric windows and antenna (who had ever seen such a thing?). I just loved helping my grandfather by wiping off the heavy, chrome "braces-like" grill while he wiped the roof, the hood, and the "high areas." Any time he came to visit, I was the one grandchild that actually got excited about his daily ritual of rinsing and wiping down his car. He would be chewing on an unlit cigar, dog resting in the grass nearby, telling me how and when to change my oil (and oil filter, too), check my battery, tire pressure, and keep it clean. I was six to twelve years old when these conversations occurred, which seemed to suit both of us just right. Grandfathers should never underestimate the good effect they may have on a child—even when the child doesn't say much, that kid is listening.

After graduating from college, I taught eighth and tenth graders for three years before being recruited by my friend's father to join the FBI. I served for twenty-six years in three offices, and upon retiring, found myself looking for an old car. Instead of a car, I found a rusted, registered "1950" Ford F-1 pickup truck with its V-8 flathead looking rather sad. After riding around a field in the truck and while leaning into the still running old engine compartment, the guy who sold it to me looked at me sincerely and said, "the carburetor will need to be rebuilt."



In that moment, which even then I recognized as an understatement of the highest order, I knew I'd buy the old truck. As it turns out, the truck was assembled in 1949, just eighteen days before my parents were married. I found the truck "outside the barn" in rural Maryland, months before I knew anything about the Early Ford V-8 Club of America or our local chapter #96. So I plunged into the purchase and restoration without a proper lifeline (but with good intentions). Fortunately, I would soon find the wonderful group of early Ford V-8 (early Ford V-6, Model A, Model T, Lincoln and Mercury) guys and wives that I've come to enjoy and rely on for their shared interests, knowledge, expertise, and (best of all) friendship.



I think my grandfather would be happy to know that he not only planted a seed that grew, but that his beginnings also led me into a full garden of new friends and new opportunities. I'm now learning about early Ford V-8 vehicles while actually riding and driving in them. And the FUN continues!

RESTORATION ROUNDUP

By Dave Westrate

I can report that we are making steady progress on building the new wood body for the 39 Deluxe. As of the last update we had completed the roof assembly, rear corner posts and the posts between the doors. Next up was to build the doors and rear quarter assemblies. The first picture shows a pile of Hard Maple that had been milled with the profiles for the three rows of horizontal pieces called "beltline" and the vertical pieces which have a unique "bead" detail on them.



The next pictures show a few progress shots as the doors and rear quarters begin to take shape and the next one shows the finished side of the car at this stage. The doors are rough mounted with their permanent hinges. I used thin strips of wood mounted with double

sided tape between the doors and the "B" pillar to simulate the gaps we hope to achieve when it all comes together. (Emphasis on hope)





Corner joint on the doors

Above is a close up of a typical corner joint on the doors. They are very complex and we duplicated them as they were originally made. As you would imagine, the doors are full of details to incorporate hardware, glass systems and weatherstripping. The last two pictures show how we solved the problem of cutting the decorative "bead" detail on the rear door "dogleg" pieces which arch over the front part of the rear fender. The bead on all of the other pieces was accomplished with a hand held router or on a router table depending on the piece. However, the arch on the dogleg is not symmetrical. It is fairly straight on the bottom half but bends more sharply at the top. I tried to cut the bead with the router but at the sharper curved end the base plate of the router pulled the bit too far out and ruined the piece.

Our solution was to put a 90 degree head on a Bridgeport milling machine and make a special curved piece of wood to act as a pivot point. We then fed the dogleg through the cutting head by hand using the pivot point to accommodate the asymmetrical curve. It worked like a charm. The last two pictures show this procedure.



Next up is building the tailgate and then starting the process of fine tuning all of the components before they are glued together. We then have to cut and fit the plywood panels, install the hardware and glass and fit the weather stripping. Then we will take it all apart again and hand brush and sand seven coats of varnish. Stay Tuned!

ELYSE'S WINE COLUMN



I look at the amazing wines in the portfolio I have the pleasure to manage and think that similarly to children I should not pick a favorite and try to stay true to that rule. However, there are just some wines

that stir the soul to such a great degree, so with that in mind let me tempt you with the beauty that is Freemark Abbey.

The origin of Freemark Abbey dates back to 1881, when Josephine & John Tychson purchased 147 acres in the Napa Valley. Five years later, after John passed away, Josephine built the original redwood winery on the current site in St. Helena. Josephine earned a place in the history books as the first female vintner in California due to her innovation and hard work.

Eight decades later, Freemark Abbey helped launch the modern era of California wine. In the 1960s and early 1970s, the winery's Bosche Vineyard Cabernet Sauvignon was considered one of the most iconic bottlings in the United States. The Chardonnay proved that California could produce phenomenal world-class wines from this noble variety. Freemark Abbey was one of 12 American wineries chosen to compete in the historic Judgment of Paris tasting in 1976. It was the only producer with entries in both the Cabernet and Chardonnay flights.

The Estate's winemaker is Ted Edwards. Ted just turned 60 and has been making the wines at the estate for half his life. He will be in the area mid-January so I'm sure there'll be an event to attend if you're interested. His crafting of the brilliant wines has just led towards an honorary request as we've been commissioned to produce a Commemorative 50th Anniversary Cabernet Bottling for The Super Bowl. The wine will be a 2013 Spring Mountain, Napa Valley creation and sure to be a winner.

The wines currently available are: Napa Valley Chardonnay- Aromas of pear, apple, white peach, ripe banana, kiwi, lemon- lime & tropical fruit will win you over. The wine is complex and the oak aging is integrated adding spice, slight aromatic cedar & a nuance of angel food cake. I love it with crab imperial or crab cakes.. Napa Valley Merlot- Ruby red in color, there are amazing aromas of blackberry, blackberry and dark cherry. The wine is very smooth and the balance of fruit, body, tannin and acidity are impeccable. Terrific with duck, prime rib, mushroom strudel, etc. Napa Valley Cabernet Sauvignon- This is a stunning example of smooth, silky Cabernet with finely milled tannins. The abundance of boysenberry, blackberry pie, Bing cherry and dark chocolate with a bit of chocolate berry truffle notes are captivating, if not mesmerizing.

Cabernet Bosche- One of the iconic wines from the estate and as they say...a special wine for a special time.

Sycamore Vineyard Cabernet Sauvignon (Rutherford AVA)- Whereas the Bosche has a hedonistic cherry/chocolate/spice nuance and flavor profile, the Sycamore lends towards a minty, spicy, masculine flavor profile. Grand, grand, wines without a doubt.

The winery is in the final stages of a renovation with a neighboring Relais & Chateau-esque hotel that will be nothing less than grand. Until that time you may find the wines at: Costco (Chardonnay is being featured there), Vienna Vintner, Calvert Woodley, Bassins MacArthur Beverage, etc.

Merry Christmas, Happy Hanukkah and a Joyous New Year to all!

AUCTION EXPERIENCE

By Art Zimmerli

After deciding to sell the '36 Roadster, it was first offered to Club members. Recognizing we were not in the used car business and after talking to Bill Simons about his successful sale last year, the Hershey auction appeared to be the place to go.

RM Sotheby's does a very professional job of taking photographs that are used in the catalogue and many more that can be viewed on the internet by interested bidders. Due to a last minute decision to replace the steering box the car was still on the lift in Aldie 48 hours before the deadline for taking pictures. In addition to the pictures taken during the day they also took pictures at night using their own lighting.

It rained for three days before the Monday we were to deliver the car to Hersey. We were pulling an open car on an open trailer and fortunately, the rain stopped and the car was delivered and placed in a large enclosed tent to be viewed by potential bidders for the rest of the week.



On the day before the auction, we were informed that they had discovered a one VIN number difference between the VIN number on the title and the number stamped on the frame. Our first reaction was to pack up and leave since no one would want to buy a car with a clouded title. However, after talking with the DMV in Virginia, the auction company felt comfortable offering the car with the designation "title in transit".

A couple of hours before the auction began our contact said he thought the reserve was too high

and he would lower the commission to 5% if we would lower the reserve. Not wanting to return with the car and feeling more confident the original reserve would be met we agreed to the lower figures.

We were sitting with many members of the Club during the auction that helped reduce the anxiety and created more fun.

With the buyer's premium the purchaser paid \$74,250 . We were very happy with the results and all of the people we worked with at Hershey. The purchaser has a large collection in Raleigh, N.C.

NOVEMBER MEETING

In celebration of Veterans Day we were fortunate to have a decorated naval officer speak to us about his experiences in the Persian Gulf in 1988. Retired Captain Dallas Bethea was kind enough to present us with a program on short notice. He knew his stuff and gave us a detailed narration of his adventures on the high seas in harm's way without the use of any notes.



He was the commanding officer of the USS Gary, FFG51 in 1988, a guided missile frigate with 126 men and officers on board. The ship was 438' long, at 4200 tons and was propelled by two gas turbines through a single shaft and a variable pitch propeller. It could accelerate rapidly to over 30 knots. Her armament was substantial and included 2 SH-60 LAMPS helicopters.

Captain Bethea described his 1988 tour in the Northern end of the Persian Gulf during the "Tanker

Wars” of 1984 - 1988 in detail to the enraptured audience. That end of the Gulf was swarming with Iranian gun boats and Iraqi missile armed aircraft – the US was neutral but did not prevent the Iraqi’s to hit the USS Stark with two missiles in May ’87 killing 37 sailors. Besides being on ever alert for mines he was subjected to the immense tension of the conflict between Iran and Iraq not knowing if he would be attacked.



From Wikipedia: “On 18 April 1988 Gary distinguished herself in defense of Mobile Sea Bases against [Silkworm \(missile\)](#) attacks during [Operation Praying Mantis](#). She even claimed to have shot down a Silkworm missile, but this was never officially credited nor was she officially commended for her actions due to political reasons at that time.”

A very lively Q& A followed Captain Bethea’s presentation. He was presented a 2016 NVRG Calendar in appreciation.

Editor

BRAKE LINING FOLLOW UP

By Cliff Green

Last month I reported on the installation of new brake lining on my 1940 Ford and did not have the opportunity to road test prior to publication. The RS-4 lining, bonded on by Porterfield Racing in CA, 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 on my drums “miked” so that the shoes would be ground to match.

I am very pleased with the performance of my brakes – they now have the feel that I was looking for. Pressure application provides a gradual increase in braking up to the point of locking the wheels with ease. The brakes have the “bite” that I

was missing before with the synthetic metal lining. They are expensive.... but compared to other costs of maintenance, well worth it.

NEWS FROM THE FIELD

- Valve Clatter want ads work! Benny Leonard saw Keith Randall’s ad for his pickup truck in the VC and told his friend about it and he went and bought it!
- Search all of Craigs list and Ebay for cars and parts with one search engine by using [www. Searchtempest.com](http://www.Searchtempest.com).
- Leaking radiator fluid? Try four eggs into the radiator – they will cook and block the leak says the “Early V8 Update” from Queensland , AUS. Who will be the first to try it?
- Next year will be the 75th anniversary of the 1941 Ford. Send your material in to the editor for publication about “The New Big Ford”
- With the 1940 75th anniversary ending, below is a classic image of THE convertible with an impressed admirer! Note the seat covers covering the beautiful leather. Now, who would do that Keith?





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


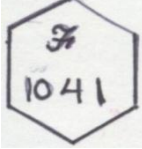
- **VA License plates** – 1 set 1932 truck, \$100 or offer; 1 set 1954, \$100 or offer; both need some touch up – Locking latches for 1934-35 Ford Trunk (New), offer - Welding set, two medium tanks with cart and welding table, \$50 or offer – Home made trailer with 1932-34 wheels, \$50 or offer. Benny 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
- 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 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

Automart continued on next page

Automart continued from previous page '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

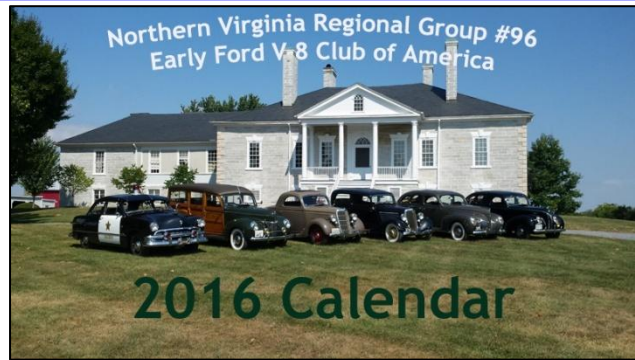
- Two or 4 used 650/70/15 or 700/70/15 tires for my 1947 Chrysler. Andy Koerner akoerner2@cox.net 09/15
- A single garage space in the somewhere in the Fairfax Station, Fairfax, Springfield, Lorton area. Minimum of 10' x 20'. If you have space or any leads let me know. **Don Lombard** (C) 703-975-6454 (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

	
<p>Need 8 or more long and 6 or more short</p>	<p>Need as many as you have – both long & short</p>

- 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
- Correct hand tool kits for your particular year early V8. Think Christmas presents! Dave Henderson jrdshen@verizon.net
- I now have a supply of 11A shafts and weights to “wake up” your late '36 -40 flathead. Inquire. Cliff Green: dcliftongreen@gmail.com



2016 NVRG CALENDARS



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

BETTER YET, INCLUDE THE CALENDAR COST WITH YOUR \$15 DUES AND MAIL TO:

Cliff Green
6214 Militia Ct
Fairfax Station, VA 22039

We have made a profit of over \$1,300 in calendar sales already and have to order more to cover the comp copies that we give to the Fairfax City Hall people who help run our show, and to the sponsors of our trophies.

GUEST EDITOR COMMENT

Being the guest editor of the VC for the last three months, I have come to realize how labor intensive the production of this communicative piece is. Also, came to realize how little the membership appreciates the effort that goes into a quality issue and that editor Ken Burns has not received significant recognition. I have only received about six or so feedbacks about the contents of my work, three of which came from editors of other newsletters. Thus, I believe that the quality of Ken's work has not been appreciated!! If you like the issue, drop Ken an email “Well done”, if you like an article, let the author know that you enjoyed it. A little recognition helps when someone toils for the benefits of others. The VC is first class and it is not by accident.

Merry Christmas and a Happy New Year



NVRG Calendar



<u>December 2015</u>	
10	Holiday Party @P.J. Skidoo's, Fairfax Boulevard, Fairfax City
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 .
???	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
???	Valve Clatter Deadline - submit articles, want/sell, etc. to Cliff Green – 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
<u>February 2016</u>	
9	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 .
23	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
23	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net





2015 Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



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Fairfax Show Dave Westrate 703-620-9597					

December Program: NVRG Annual Holiday Party

Reminder!!! There will be no regular meeting this month. We will be holding our NVRG Holiday Gala at P.J. Skidoo's instead on Sunday, December 12th.



FIRST CLASS MAIL

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