

Northern
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Regional
Group



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Valve Clatter

Early Ford V-8 Club of America



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Ken Burns - Editor

MY FIRST CAR

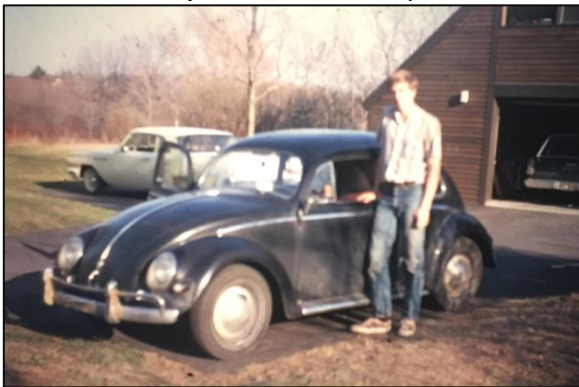
By Bill Potter – images by numerous contributors



Cliff Green's father bought him this '35 Ford Tudor to commute to a summer job at a restaurant on Cape Cod.



Norm Heathcote's first car was this 1958 Auto Union DKW hardtop powered by a 2 cycle, three cylinder engine.



Dave Gunnarson's first car was a '57 VW Bug with a seized engine caused by oatmeal ingestion. The metal moths had also been feasting on the car.



Dave Henderson's '35 Pontiac was in pretty rough shape when he bought it in 1947 for \$15. It came with a title, though, and not much else.

The meeting began with the all-important Pledge of Allegiance followed by President Joe Freund presenting Don Lombard with a going away plaque recognizing Don's 30 plus years of outstanding contributions to the NVRG. Helen Burns was the winner of the 50/50 before we broke for refreshments provided by Andy Koerner.

Just like our first love, we never forget our first car despite the fact that it may have been a worn out clunker on life support. Some of us have owned a hundred cars over the course of a lifetime but there's just something magical about buying the first one and the experience of driving it for the first time (usually after

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Up Front with the President



May 2016

The Spring foliage has reemerged and federal income taxes have been paid or refunds are on the way. It is time to get our cars back out on the road!

April's membership meeting was a great effort on the part of our members who spoke about their first cars. Also, we were happy to honor **Don Lombard** with a plaque for his many years of dedicated service and comradeship (see page 14). Hopefully someone took a picture of Don when **Ken and Helen Burns** presented him with the "smiley face on a stick."

Our 14th Annual NVRG Poker Run, organized and led by **Hank DuBois**, was held on Saturday, April 23 and ten drivers (totaling 19 people) people participated despite the rainy day. Leo "All Weather" and Kathy Cummings were the only folks driving their V-8 on the run. Hank is thinking about running it again (with several days' notice) when the weather forecast looks better.

May will be an active month on several fronts:

- On Saturday, May 7, **Bill Simons** and **John Sweet** will hold a planning meeting for the 2017 ENM at the Westfield Marriott.
- At the May 10 membership meeting we will hear a Trifecta presentation by new member, **Stan Johnson**, speaking about toppers; **Ken Burns** discussing windshield bugs; and **Clem Clements** speaking about cleaning auto parts. Refreshments will be provided by **Chris Findley**. Thanks in advance to Stan, Ken, Clem and Chris.
- The NVRG/City of Fairfax Car Show, organized and led by **Dave Westrate**, will be held on Saturday, May 21. **Gay Harrington** is handling registration, having been well schooled by **Don Lombard** who handled it for many years. Gay informed the BOD at our April 26th meeting that 27 cars were registered to date.

The annual auction, led by **Nick Arrington**, will be held during the June 14 membership meeting. We want to get an early start on gathering items. In addition to car-related items, members are encouraged to bring auction items which will be of interest to spouses. For example, we already have two, \$25 gift certificates to Red, Hot and Blue and a truckload of oak firewood. That same night we will also enjoy the annual ice cream social hosted once again by **Dave** and **Sarah Gunnarson**. Bring your spouses and families to join in the fun!

As a take away, please email me the auction items you plan to contribute so we have a complete list prior to the auction night on June 14.

Thank you,

Joe

| 2016 NVRG Officers & Terms | 2016 Directors & Terms | Committee Members |
|--|--|---|
| President – Joe Freund (2016-17) | Membership – Gay Harrington (2016-17) | Fairfax Show – Dave Westrate |
| Vice President – Bill Simons (2016-17) | Programs Lead – Dave Gunnarson (2015-16) | Programs Member – John Sweet |
| Secretary – John Ryan (2015-16) | Webmaster – Cliff Green (2016-17) | Tours Chair – Hank Dubois |
| Treasurer – Wayne Chadderton (2015-16) | Valve Clatter – Ken Burns (2016-17) | Tour Member – Art Zimmerli |
| | Sunshine – Keith Randall (2015-16) | Property & Refreshment – Mark Luposello |
| | Past President – Jim McDaniel (2016-17) | Historian – Don Lombard |

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we had it towed home). A dozen members stood up and talked about their first car and plenty of anecdotes were sprinkled in to make for a very interesting and entertaining evening. Here are the speakers in order: Benny Leonard, Dave Gunnarson, Ken Burns, Dave Henderson, Norman Heathcote, Steve Groves, Cliff Green, Don Pauly, Jim McDaniel, Andy Koerner, Art Zimmerli and Clem Clement (as told by Dave Gunnarson). Surprisingly, only four members: Steve, Cliff, Jim and Art cut their teeth behind the wheel of a Flathead Ford V-8; Ken Burns doesn't count because his was a 265 Chevy powered channeled '34 coupe.



Space won't permit all of the stories but here's a sampling: A couple of members told of pulling their pride & joy home with a rope - Benny's rope broke! Benny also won recognition for the lowest purchase price – a 99 cent (that's right \$0.99) promotional special run by a local car dealership. Dave Gunnarson discovered that the engine in his newly acquired '57 VW was full of oatmeal! Steve Groves bought a '51 Ford and when he got it home and opened the hood, saw a less-than-cool six cylinder engine. He remarked: "I didn't even know Ford MADE a six cylinder!" He was run out of DC a couple of times for excessive smoke (this also happened to Buzzy in his '36). Don Pauly ran out of gas in his Model A Roadster but found a quart milk bottle by the side of the road. He then bought a nickel's worth of gas, poured it in the tank and it got him home.

It's hard to talk about growing up in the forties and fifties without mentioning junkyards. Back then they were much more prevalent as well as being somewhat socially acceptable. Members fondly recalled junkyards around Fairfax County that are long gone now. Dave Henderson stated that at his favorite yard, window glass was \$4 and if that was too much you could buy a cracked one for \$2! Russ Brown told us that as a kid he worked in a junkyard

and he reminded us that sometimes gas tanks DO explode!

If any member recalls going to the huge Martinsburg, WV, junkyard in the sixties or early seventies please contact me - that was my Nirvana before the crusher arrived.

I would like to thank Dave Gunnarson for coming up with a great theme for our monthly meeting. Most speakers supplied pictures and Dave manned the projector.

Thanks to all and I'll see you down the road.

MY REAL FIRST CAR

By Clem Clement

I tell everyone that my first car was my 40MERC. Not quite true. It was the first car I bought and the first car I found. BUT before all that there was "Agony." LEMME tell yas about Agony.

During the fall of my frosh year in college, I came across a '40 Buick 2 door Convertible for \$25. I loved it. I gave a pitch to my Daddy which was not well received. Daddy did offer to have a chat with my Uncle Raeman (The wonderful man whose name I have given to my currently owned 39 Ford pickup.) The verdict was not so bad: No Rich, you can't have the '40 Buick as they all have bad transmissions and I (Uncle Raeman) can't fix it. The thrilling news was that Unc R would give me a car!!!!!!!!!!!!!!!!!!!! Y ABBA DABBA DOO. I grabbed my best bud for senior advice and we headed for an appointment with Uncle.

We arrive at Uncle's garage in Mickleton, NJ. During WWII the town folk asked the draft board not to send Uncle Raeman to war as he repaired all the farmer's tractors and kept things fixed in town. We were hyper at the concept of having a car to pal around in and show up at the A& W Root beer stand in style.

My choices and the process follows:

Me: "I'd like the '40 Packard sedan please." *Unc:* "NO it has a bad engine and there are no parts available."

Me: "I like the '41 Ford Tudor sedan, please." *Unc:* "No I don't have the title. I rebuilt the brakes but the owner can't pay (in those day's pay could mean in-trade for eggs, pigs, veggies, whatever)."

The two cars left were both '47 Pontiacs. One was worse than the other. We chose the black slope-back coupe. When Mother first saw it she named her "Agony." No shine anywhere, bent grill

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and all major functions of the car were busted. I asked Unc who was going get it thru inspection and Unc said "You boys are!" This was a great experience that took most of our Christmas vacation to accomplish.



Replaced kingpins. Wipers were vacuum and weak: we coated the windshield with kerosene to get one good wipe for the State inspection folk. Brake lites never worked correctly. We tried Wrigley chewing gun wrappers over a burnt out fuse but the wiring began to smoke when the brakes were applied. We approached the brake light inspector using handbrakes and did not respond the first time he asked for brake lights. The second time he hollered at us we knew he was watching the brake lights. One stomp and flash: the lites worked for a second and then burnt out ... passed. Tape on the muffler.

Broken frame we never fixed. If it had failed it would have cut the tank filler tube and real trouble would result. Lights and fuses came from a junkyard. Extra thin oil in the tranny and some thing on the clutch to make it grab. The radio was after market and the head was gone. We had the 2 control flex shafts sticking out of the dash hole where the control panel should have been. It worked OK for an AM box.

The first trip back to school it took 4 hours to go the 90 miles back to school. Turns out I stopped to change tires for travelers along the TP and made some money. What about tires?? Unc had a pile of Takeoffs and Maypops behind his shop. Every time I came home I filled the trunk with takeoffs. We also had 3 spares so they got mounted there and the others and used tubes went back to school with me. There was no trip without a blowout or two--- and by blowout I mean KERBLOWEEEEEE as the rubber was so old and rotted that there was no fixing the

flat. One time while jacking Agony up by the left rear bumper, we notice the frame was cracked nearly thru and it gave as we jacked. I put a tall tire had on that side.

By June Agony was done. We drove her to our fav junkyard and Jesse commanded "Pull her over that-away." 18 feet before we got where he wanted us there was another KERBLOWEE; this time from the engine. She squatted in place with a last gasp and we all laughed and laughed. Jesse said "You boys have got out all that Pont had to give " A few months later I was back in that junk and only one fender had been sold off. She was crushed soon thereafter.

I would like to report that the Pont was seen loaded with girls all the time, but to be painfully truthful, I don't think any ever graced her rag-tag interior.

Then the famed 40MERC took all my working time and my heart thereafter.

2016 – NVRG 14th ANNUAL POKER RUN

Rainy Start Had Sunny Finish!

By Dominique Pickett

I was lucky enough to participate in the NVRG's 2016 Poker Run (and that's where my luck ended). I served as a navigator, which I found out was not my strength. I redeemed myself by taking some photos of the day's events. Thirteen cars came out for the Poker Run. Due to the rainy weather, the only early V-8 that participated was Leo and Kathy Cummings' 1950 Mercury Monterey Tudor. Ken Burns arrived with his '41 Woodie but immediately turned right around and headed home for a more suitable vehicle. The group started the run from the Fair Oaks Mall, with the last car leaving a little after 10:00 a.m.



Wayne Chadderton and Hank Dubois collecting the poker hand ante \$\$\$ in less than ideal meteorological conditions.

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The only V-8 to brave the weather was Leo & Kathy Cummings in their '50 Mercury Monterey.

I rode with Gay Harrington, and we were in the last car to leave the mall. We got lost right out of the gate. I've seen more of West Ox Road than I ever want to see again! Twenty minutes later, once we got past West Ox Road and onto Route 29, we were doing better. Ordinarily I would have used my GPS or cell phone to assist me, but these devices weren't allowed because, as our leader Hank DuBois reminded us, we are doing this "as it would have been done back in the day." So I guess I would have been lost back then, too.

The Poker Run included five (5) card stops, where small envelopes containing playing cards were handed out to those who wanted to play. After the five card stops, there was a final lunch stop. The route ran through some of the prettiest countryside in Virginia. Along the way we viewed farms, rolling hills, stone walls, old churches, and a unique circular stone house. It was all so beautiful that we missed several scheduled turns. Thank goodness it wasn't a race! Some of the stops included the Stone Bridge at Manassas Civil War Park, the Fauquier Livestock Exchange, Markham on Leeds Manor Road, and Rectortown. We finished up at the Wolf Tone's Irish Tavern/Black Thorne Inn on Route 50.



Some of the beautiful verdant Virginia country side we traveled through.

I had never seen or been through Frogtown, Catharpin and The Plains. All these were part of

our three-hour tour. Many of the sites along the route were incorporated into the answers needed for the trivia questions that were included as part of the run. We passed La Petite Farm, a "snake fence," Naked Mountain Winery, and Turner Pond. There were also historic sites like Antioch Baptist Church, the Georg Mann House (1795), and Emmanuel Episcopal Church Piedmont Parish (1858) that was used by both the Confederates and Union soldiers during the Civil War. The Rectortown Depot served as a prison during the Civil War and is still standing.



Yup; there actually is a Frogtown and a Rectortown!

Sunny skies greeted us as we arrived at our final destination for lunch. We had a room to ourselves and enjoyed good company and good food.

After lunch, the group went over the answers to the trivia questions and prizes were awarded.



Tour organizer Hank Dubois goes over the rules one more time.

There were two winners with 38 out of 40 correct trivia answers—Sandra Green and Kathy Cummings. A coin toss determined which winner would take first and which would take second place (Kathy and Sandra, respectively).



The "official" coin toss is verified for Hank Dubois by Jim McDaniel. Bea and Hank Amster are in the foreground and Char McDaniel and Stephanie Petty in back. Poker continued on next page

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Next we opened our envelopes one hand at a time. Kathy Cummings took the poker run grand prize holding a hand of three aces. Bea Amster, Sandra Green, and Cindy Dubois were all poker hand winners as well.



When we came outside after lunch we were greeted by beautiful weather for the drive home. Leo's '50 Monterey looks much better in the sunshine doesn't it?

Thanks to Cindy and Hank DuBois and Art Zimmerli who planned a lovely ride and a memorable day for us all.

OUT & ABOUT

First Annual Adam Nesbitt Memorial Race/Car Show - Presented at and by Gunston Middle School, Arlington, VA

By Gay Harrington



Many of you saw the March email Ken Burns forwarded to us from NVRG member James Kolody in support of a Kids Soapbox/Car Show event scheduled in April. James and co-worker Adam Nesbitt planned this event with and for the students they teach at Gunston Middle School in Arlington, Virginia. James is also currently serving at the Vice

President of the George Washington Chapter of the Model A Club. Among his many accomplishments is his recently completed restoration of his 1931 Model A, which he succeeded in doing inside a space measuring approximately 13 X 9 feet. My own garage space is 17 X 8 feet (I'm often sucking in deeply to get around the rear of the old Ford to get to the other side), so I'm very impressed with James' tenacity and talent, even beyond the mechanical challenges of car restoration.



James' '31 Model and along side the Kolody, Jr. race car.

When Clem Clement, in his own inevitable style, encouraged support of the Gunston Middle School's Design & Engineering club's first "box car" event scheduled on Friday April 1st, it just *had* to happen. No fooling! The weather forecast was supposed to preclude it from happening. The event was scheduled from 1:30 to 4:30 p.m. and right up until noon of the day of the show; severe thunderstorms were predicted to happen at 2:30 p.m. with 80% certainty. The rains never came. Maybe it was Adam? (Read on.) Maybe not. All I know is I forgot my sunscreen and should have had it that day! Instead of the predicted storm, at noon that day the grayness lifted and white clouds appeared sharp against a gorgeous blue sky. The sun came beaming out. The afternoon turned out to be a perfect Virginia spring with temperatures reaching into the 70's.

James is a teacher in the Tech Shop program at Gunston, and he led this event with great enthusiasm and genuine respect for the kids he's been teaching. I mentioned that another teacher worked with James from the start to make this event happen. That other Tech Shop teacher's name is Adam Nesbitt, and he was a co-founder of Gunston's Design & Engineering Club. Unexpectedly, at age 23, Adam passed away just a few months into the start of the 2015—2016 school year. So Gunston Middle

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School lost one of its beloved teachers last Fall. In honor of Mr. Nesbitt, the club continued the plan they started with him—they worked to design, build, test, and race their boxcars in the spring. And on April 1, 2016 with Adam's mother Diane, his stepfather Sean, and his best friend from childhood, Doc, making the trip from Binghamton, NY all the way to Arlington, VA, the 1st Annual Nesbitt Race & Car Show was held at Gunston Middle School.



The kids and their cars line up. Kolody, Jr. is on the left and Batman is on the right.

What a glorious day it was! Teams of students in the club readied their boxcars for the trial runs and the races. Their cars were distinctive in colors, styles, and names: Rhino, Hornet, Batman, Kolody Jr, and the Chariot. Kolody Jr. was inspired by Mr. Kolody's green-colored model A Ford, which he drove to school one day to share with the students.

John Doherty, Jim Gray, Bill Simons, and yours truly drove their old Fords to the show, sharing these old cars with the students, and representing the Model A and NVRG clubs. A youthful BMW club drove their cars, and a local Maserati dealer had two nice cars there as well. A big attraction was a 70's Volkswagen pop-up camper, owned by another Gunston tech shop teacher. A lot of kids wanted to move into it right then and there.



Bill Simons' '49 Convertible gets the once over from Jim Gray.

Races were run, photos were taken, and smiles were everywhere. The day was one the students could be proud of for all the work and effort they put

into its success. Adam and his family were recognized and, though I never met Adam Nesbitt, I will offer a guess that he would have been very proud of the Gunston students' at this first annual race and car show event. Their cars were fast, functional, and fun!



James gets set to send two racers down the course.

James Kolody has offered that the NVRG and other car clubs might want to make a boxcar of their own next year to race. The teachers raced The Chariot this year, and there is room for expansion. James even offered to supply car plans to any interested car clubs. So if you missed this year's event, just know that it was the FIRST (not the last) of an annual tradition.



The Budster had lots of admirers as did the VW camper in the background.



The most original design was this stretch job.

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And now for the post script: As things sometimes happen with unpredictable old Fords, Clem's '39 truck was too sick to attend. Undeterred and determined to get there, Clem set out for Gunston Middle School in his 1930 Model A, which decided to break down on the way. In the "Old Ford Guy" community of friends that our clubs are known to be, Jim Gray and Ruby (his '31 coupe) went to assist, but Clem ended up having to reluctantly return home due to mechanical problems. Next year, Clem!

A Nugget at Amelia Island

By: Jim McDaniel - Note: For those viewing an e-copy, enlarge up to 500% for a clearer image of the photos.

I have always heard that the annual Amelia Island Concours d'Elegance, near Jacksonville, FL was the "Pebble Beach of the East Coast." The car show of car shows! Having never been to either, Char and I were looking forward to our first time on the Island to witness the spectacle.

And what spectacle it turned out to be! Exotic cars galore, both new and old, with five (count 'em!) separate auction houses represented, where many cars sold in the millions of dollars each. It was rather mind boggling for this Amelia Island nugget (or "newbe").

On Tuesday, March 8th, Char and I loaded my Mini Cooper and charged off down I-95 to Florida, to meet and hang out with our good NVRG friends **Cliff and Sandra Green**, who graciously hosted us for several days. It was great to share the experience with friends and to have Amelia Island veterans show us the ropes, as Cliff and Sandra have spent parts of the last 19 years at Amelia Island escaping the DC winters.

Wednesday started off with an informal pre-show event at the private Amelia Island Beach Club on the Amelia Island Plantation where, along with a wet bar and finger food, the local members displayed a mix of new and old machines. This kick off event was a great introduction of what was to come. They had a bit of everything, from Ferraris, to Lamborghinis, to VWs, to a 5/4-ton military truck, to a 1911 open wheel race car – you certainly could find something there that you liked. Cliff was especially enamored by a beautiful red 1953 "Allard Palm Beach" sports car powered by a 1.5 liter four-cylinder Ford engine with a three-speed Ford transmission with overdrive.



Cliff admiring this 1953 Ford-powered Allard.

This was apparently not a "woodie year" for the Amelia Island show, as there were very few woodies to be found, something of course Cliff is always on the lookout for. There was only one at this first event, and it was a pretty burgandy 1940 Buick Super Estate Wagon, but one Cliff considered over-restored with clear-coat on the paint and poly on the wood. Gooding & Company auctioned this car later and the bidding went to \$170,000. The reserve was not met, however, so the car did not sell.



1940 Buick Super Estate Wagon.

Char's and my first car when we were married in 1968 was a 1966 VW Karmann Ghia, and they had a very nice Ghia here that looked just like it. I was struck with one of those "Boy I sure wish I never sold that car..." moments that we've all had.

There was so much going on and just so many incredible cars during the week that it's going to be difficult to give even a feel of what it was like without going on for pages. I'll try to summarize the high points from here on.

While some of the events took place at the
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 nearby airport and other places around the area, the three areas where we spent most of our time were the Plantation, the Omni, and the Ritz-Carlton. Bouncing from one event to the next, it was frankly hard to keep track of where everything was (including myself). We relied on the Greens to point us in the right direction.

Wednesday and Thursday we browsed some very high-class vendors (read expensive) and attended a pre-showing of the RM Sothby's (auction house) cars they'd be holding for auction on Saturday. Among all the excellent cars to view, there was indeed one special car there that caught my attention, the 1932 Ford Model 18 "Edsel Ford Speedster." This car was written about and researched by our own automotive expert and club member Ken Gross, who was also a judge for the Concours d'Elegance. The Edsel Speedster was the first of three one-off speedsters built for Edsel Ford and constructed by Ford Aircraft. It is an Amelia Island Concours d'Elegance award winner and a highly significant landmark of Ford history and design. It had never before been offered for public sale, and sold for \$770,000 at auction.



1932 Ford Model 18 Edsel Ford Speedster.

A car that Char and I both agreed was our favor-

ite "fantasy car" (should we be given one free) was a 1931 Stutz Convertible Victoria.



This 1931 Stutz McDaniel favorite sold for \$1,100,000.

For the technically inquisitive, it produced 156 bhp from a 322.1 ci, DOHC inline eight-cylinder engine, and it probably has 500 pounds of chrome on the front!

The RM Sotheby's preview overflowed the Ritz-Carlton ballroom to the surrounding grounds. There we ran into **Dave and Norma Blum**.



Sandra, Char, and Norma at the Ritz-Carlton review.

The cars offered ran the spectrum from the super elegant and expensive to the... oh really?? In the "Oh Really" category was a 1963 VW bus with camper. Actually, it was a very rare "23-window" bus, and the bus/camper combination sold at auction for what I considered an amazingly high \$159,500! Imagine pulling several people and the camper, loaded with gear, in the mountains with this 158 ci, 50 bhp engine. I'm seeing multiple first-gear hill climbs. To each his own.



1963 VW "23-Window" Super Deluxe Microbus.

Dave Blum was (at least momentarily) smitten by a 1949 DeSoto Custom Convertible with a 236 ci, 112 bhp, straight-6 with fluid-drive transmission. He really liked the car, and in the photo below he and

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Cliff are discussing the car. It wound up selling at auction (but not to Dave) for \$71,500.



Cliff and Dave: 1949 DeSoto Custom Convertible.

Another woodie was found outside, a 1947 Ford Super Deluxe Sportsman Convertible. This was a very attractive specimen that brought \$154,000.



Our chief judge checking out this 1947 Sportsman.

Following a great lunch at a local seafood restaurant with the Greens, we moved to the Omni for a review of the cars offered for sale by the Gooding & Company auction house. They were every bit as spectacular as those at RM Sothby's. At the Gooding review it cost \$30 to review their cars, but that included the review that afternoon with free drinks including Mimosa's, Bloody Mary's, and finger food, plus access on Friday to a full breakfast line and entrance to their live auction. It was a bargain at \$30.

Outside the Omni, as we arrived, we saw a very familiar Porsche belonging to Cliff's long-time friend **Don Fowler**. Don wasn't at the car, but Cliff saw several people at the car admiring Don's home-built aluminum top. Of course Cliff had to take a few minutes to school them on how Don built the frame and worked with an aluminum fabricator to produce the top.



Here Cliff is describing Don Fowler's top to admirers.

A few minutes later, as we were registering and getting ready to go inside the Gooding review, we ran into **Don and his wife Mary**.



Don and Cliff outside Goodings (Mary in the straw hat).

Once inside Gooding's review, the massive chandelier above their centerpiece show car immediately caught Char's attention. What was amazing to her was that this huge chandelier was in a TENT! The car? Oh yes, the car. Well, it's a 1961 Ferrari "California Spider" that sold at auction for a whopping \$17,160,000. Now that's a nice car, but \$17 million nice?



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1961 Ferrari 250 GT California Spider.

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One of the special features of the Gooding auction was the offering of 18 cars from the Jerry Seinfeld collection. I did not know Seinfeld was even a car collector, yet alone being such a major collector. He is big into Porsches and offered many for sale at this auction. Before they began the auctioning of the Seinfeld cars, Jerry personally appeared on the stage and talked about his collection and some of the cars being offered. I suspect that didn't hurt the bidding on his cars. Below is a shot I captured of Seinfeld on the stage during the auction, and below that are several of us posed with Seinfeld's 1957 Porsche 356 A Speedster that sold for \$620,000.



Jerry Seinfeld on stage, promoting his cars.



L. to R: Char, Sandra, Mary & Don Fowler, and Cliff.

Seventeen of the 18 Seinfeld cars offered met the reserve and were sold. Of those 17 cars, there were seven that went for over \$1 million, and the sales of all the Seinfeld cars totaled \$22,244,500. The Seinfeld car that drew the highest price was an unrestored blue 1955 Porsche Spyder that sold for \$5,335,000. Below I captured some of the very active bidding for this car.



Jerry Seinfeld's 1955 Porsche 550 Spyder on the block!
For us Early Ford V-8 guys, there was a really

nice 1941 Lincoln Zephyr V-12 three-window coupe (California car) that was the display car for the Ford 100th Anniversary celebration. It went for \$214,500, three times what it was expected to bring.



1941 Lincoln Zephyr V-12 Three-Window Coupe.

As I mentioned, Gooding's had a full breakfast bar that was included in our \$30 admission fee, and we really lucked out at the auction in getting a table up close to the active bidders. We had a perfect view of the auction floor and were able to view the bidding from a comfortable, seated position in an auditorium-sized tent that was absolutely crammed with standing-room-only people in the back of the tent. Had we not had the seats we had, we'd not have lasted nearly as long as we did. Here we are at our table in the tent.



Cliff, Sandra, Char, and Jim at the Gooding's auction.

Although difficult to see in the small photo below, I took a panoramic shot of the auction tent. If you have the ability to enlarge the viewing page, it becomes much clearer. There appears to be several thousand personal bidders, and on the left and right sides are telephone bidders who are talking with and bidding for remote clients via cell phones. In front of the barrier of seat backs you see are all the registered bidders. We were just outside the active bidders. What you don't see is the standing crowd

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Panoramic shot of the Gooding's auction tent.

Following the auction, the Green's treated us to a ferry ride and some good old-fashioned southern seafood eats at Singleton's Seafood Shack in nearby Mayport, FL. It was indeed "rustic," and I came home with a bottle of their very own special hot sauce.



At Singleton's Seafood Shack, near the ferry dock.



The Seafood Shack's very hot sauce, "Colon Cleaner."



"A Nugget at Amelia" will continue next month.

Spring Carlisle – 2016

By Clem Clement

Five of us arrived at 8 AM and quaffed eggs et all at the Fairgrounds diner just outside gate 1. Super quick and great chow and cheap. I has eggs, spuds, dried beef gravy on toast for 8 Bux or so. The fairgrounds was already crowded. I'm pleased to report that there was many more spaces filled than last fall and clear to the PATP. The car corral was filled up the hill and nearly to the cliff edge. Many of the dealers on the TP area were new to their spots. The FG announced that news that they had to add spaces. It was like the Carlisle of several years ago. We left at 1:30 still in sweet weather. I fell in love with a 52 Linc hardtop slightly modified for about. A 57 TBird for \$9K was a sieve.

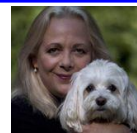


The killer of the corral was Dady Rat for \$110K. A 6By frame with a 12 cylinder bulldozer engine. Air cooled with twin blowers. A '58 Cad Biarritz convert for about 135K was nice!! Wonderful day in the open air.

GREETINGS FROM ELYSE'S WINE CORNER

May 2016 – Wine with a Cause

By Elyse Kudo



Hopefully, you've had a chance to experience some of the Sauvignon Blanc expressions discussed in last month's column. This month is dedicated to wines that have a dual purpose, 1) to please your palate and 2) to give in a philanthropic sense.

Operation Homefront Red from Murphy Goode is a wine that marries Syrah, Merlot, Petite Syrah and Zinfandel grapes and is a stellar pairing for the season's barbeques. Murphy Goode is a winery in the Jackson Family stable and truly does some good as we presented veteran's children with seven laptop computers at the recent **Operation Homefront** Military Child of the Year Award Gala event in Virginia. \$300,000 annually is set aside for Operation Homefront.

Elyse continued on next page

Elyse continued from previous page

Murphy Goode's wines include: Pinot Grigio, Chardonnay, Pinot Noir, Cabernet Sauvignon, Zinfandel and Fume Blanc and are priced between \$12-\$22.

Cambria winery has a unique tie to honoring women of courage called [Seeds of Empowerment](#) Seeds of Empowerment was fostered out of the good from [Vital Voices](#) which Hillary Clinton started and acknowledges leading women across the globe in an annual awards ceremony at The Kennedy Center. Through sales of Cambria Clone 4 Chardonnay and Pinot Noir quarterly grants of \$25,000 are bestowed on women selected by Julia and Katie Jackson. Recently, a local grant was awarded to Shanti Norris, the director of Smith Center for Healing through the Arts which is a faction of The Joan Hisaoka Gallery.

Cambria's wine include: Chardonnay, Pinot Noir, Viognier (delicious!) and Syrah which range from \$15-\$28.

Charles Banks, a former co-owner of Screaming Eagle winery started a project in 2011 called Cultivate. The grapes are sourced from California, Chile, Argentina and Italy and are sold under the names Dream Walking, Wonderlust, etc. 10 of the company's revenue is donated to a myriad of charities. The wines are easily ordered at www.cultivatewines.com

Gallo supports a seasonal campaign called Every Cork Counts, whereby the company donates \$5.00 to Meals on Wheels for every Gallo Family Vineyards cork that drinkers mail in up to \$100,000 (20K corks). These are entry level wines with a great breadth of variety.

Here's to raising a glass for a good cause!

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

Enjoy & raise a glass to the season's car shows.

Cheers,

Elyse

TECH TALK

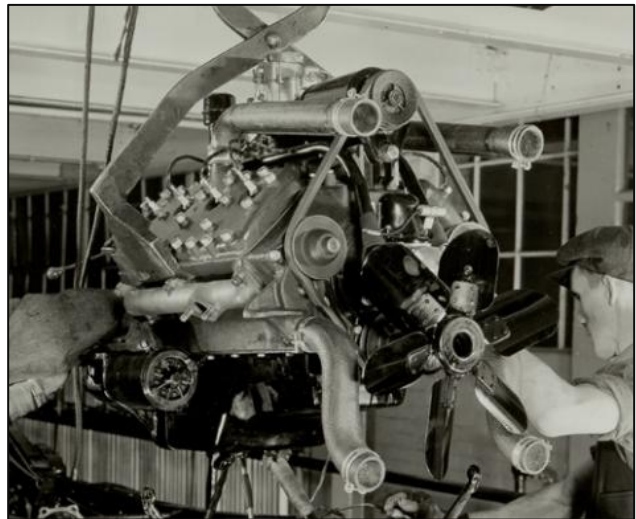
Nitty Gritty

By Cliff Green

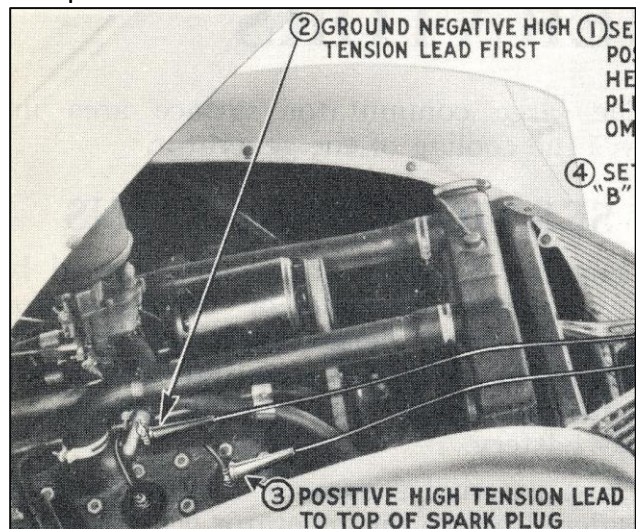
In my opinion there is no such thing as a 1,000 point car! There is always some little thing that is incorrect or missing. I thought I knew all the nitty gritty items that are commonly over looked on the '40 Ford having worked my way up from a 2nd Place Concourse to Dearborn Emeritus vehicle. The Woodie has many judging sheets and over time I

eliminated all the nitty gritty lost points that were deducted. Some items were extremely difficult to find like the 14 leaf covered rear spring or the stamped 91A radiator cap. I consider myself an expert on all the fine points – but you can always learn something. There will be controversy over certain items as all Fords went through different assembly plant production lines with early and late versions.

Two items have come to my attention recently. The red stamping of the part number on the radiator hoses came on the service replacements not on the factory production car. I was never deducted points for this.



This photo, dated November 21, 1939, comes from the Collections of The Henry Ford. There is no evidence of part # stenciling on either the upper or lower radiator hoses. Note the light colored (tan?) fan belt. See page 15 for at least one example of when this picture was used in a Ford publication.

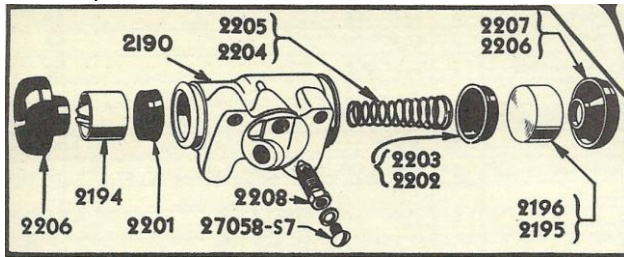


And from a 1940 Ford Service Manual note that there is no red Ford Script or part number on radiator hoses, the hose clamps screws are facing inward. And the fan belt is tan not black.

And it recently came to my attention that there

Talk continued on next page

Talk continued from previous page should be a 10-32 round head screw (27058-S) with a lock washer in each of the brake bleeders to keep the dirt out! I never knew this and obviously neither did the chassis judges. (I note in the parts book that the big trucks used a ¼ 20 hex head screw in the bleeder).



So, you keep on learning!!

The bleeder screws are available from Roy Nacewicz Enterprises. (Ed.)

R-90-31 BRAKE BLEEDER SCREWS (1939-48) Correct slotted round head screws in S-7 finish to plug the bleeder holes in the wheel brake bleeders. (8 pcs/pkg) \$ 2.00/pkg

I'm sending along a few pictures of the truck - one coming out of the shipping container after it survived the mid-winter trip across the North Atlantic, another on the back of a really neat Mercedes Rollback Trailer, and the last one in its new license plate livery after it arrived in the UK.

This completes a 22 year chapter of my ownership (I was the second owner) and lots of fun owning it over the years.



On the M-B rollback.



Back on terra firma with its new UK license plate.

EMAIL BAG

I got the following email from NVRG Al Edwards earlier this month (Ed).

Quote: We're out here in the sticks in Front Royal, so we don't get to all the functions we'd like to and I really miss the meetings. The VC lets me keep in touch with friends in the club and see how everyone's doing. We print and read every article and save every copy. Runs up the ink bill a bit but worth every penny.

I noticed a few VC's ago that the long (longest?) running ad for my 1951 Ford F1 Panel had been removed. Thanks so much for keeping it in there so faithfully. It was noticed by Colin Spong when he was here the year before and again last fall when he decided to buy the truck. He made me a good offer and I'm happy to see the little truck go to such a good new caretaker. Thanks, VC!



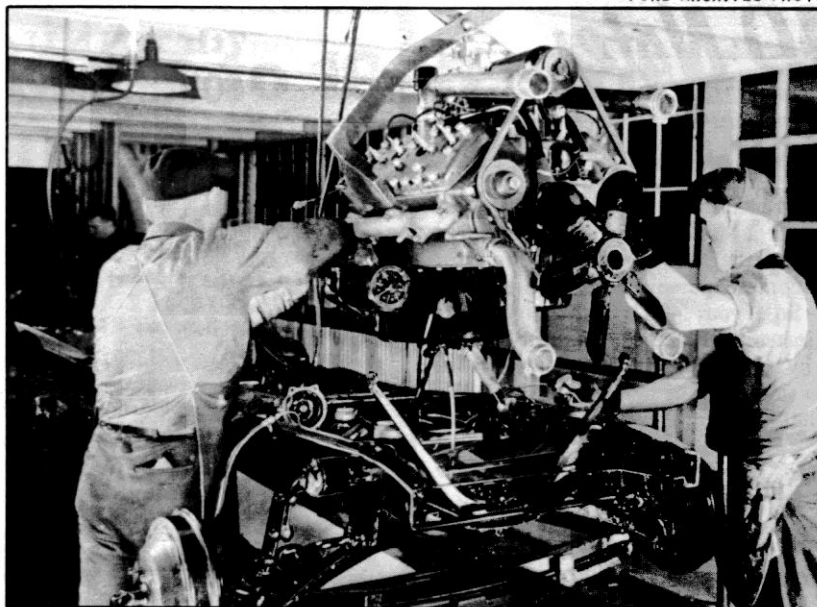
Just about ready to come out of the shipping container.

A TRUE V-8 STALWART DEPARTS



Don Lombard receives a plaque of appreciation for 30+ years of dedicated service from President Joe Freund and Immediate Past President Jim McDaniel

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FORD ARCHIVES PHOTO

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***Shortly After Assembly, Ford Cars, Tested and Checked,
Are on the Way to Dealers, or Are in Owners' Hands***

UNKNOWN to most automobile owners, one of the major jobs is delivering new Ford cars to owners after they leave the assembly line. The cars must be delivered in perfect running order, and with all the equipment exactly as ordered, by customers through their dealers. A huge new-car delivery building was constructed recently at the Rouge Plant, in Dearborn, to facilitate car distribution to dealers in Michigan, Ohio, western Pennsylvania, West Virginia, northern Kentucky and Indiana. The services performed in the new-car delivery building are duplicated in those Ford branch plants where Ford cars are assembled from parts shipped by railroad from the Rouge Plant.

Need for this new building resulted from the introduction of the new Mercury 8, and an expanded volume of sales during the last few months.

Though the time between final touches on the assembly line and loading of a car for shipment is but a few hours, Ford cars are kept "out of the weather." Storage for 500 cars is available. As many as 600 cars and trucks may be assembled in a day at the huge plant on the Rouge River in Dearborn, but less than twenty-four hours passes before the majority are on their way to the dealers.

Long trains of boxcars are backed inside the building, and shining new Ford V-8 cars and Mercury 8 cars are driven aboard for shipment to distant branches and dealerships. During the navigation season on the Great Lakes, a few cars are transported daily by boat to ports on Lake Erie. Other cars are moved to local dealers via the "convoy" trucks which have become a familiar sight on the roads.

Except for the shipment by lake freighters, this system of sending cars to dealerships is duplicated in Ford branches.

Part of new-car delivery work is on a one-mile test

road that has been built adjoining the new building. Cars and trucks driven off the assembly lines receive a final inspection in the delivery building. White-coated mechanics are alert to discover any error in equipping a car as ordered by a customer through his dealer. They check every detail of body style, color and upholstery.

The first test of the car against the conditions that it will meet on the road is made in a small metal enclosure. The car is driven inside, between batteries of huge fans. Vault-like doors close quickly behind it, and, simultaneously with their closing, a flood of water is driven against the sides of the car. This deluge is known as the "cloudburst" test, and cloudburst it is, for with almost hurricane velocity the water beats against the windows, door joints and hood. It is only an artificial rainstorm, but one such as most automobiles will never experience on the road. The test assures the Ford owner of a storm-tight car, for the slightest seepage of water is stopped.

Following this, every new car is driven on a one-mile test road. Engine, brakes, steering and other mechanical features must be in perfect order. If cars fail to pass the test, adjustment is made in a completely equipped service garage.

Back in the delivery building, the customers' orders are referred to again, and extra equipment such as radios, heaters and other Ford accessories are installed. Except for driving the length of the building to the shipping docks where the cars are placed aboard a train or truck, or through the plant to the ship harbor, and a few more feet at the dealership, new cars are not driven again until their owners are at the wheel, ready for the thrill of taking them onto the road. A new Ford car is really new in every sense of the word. Slightly more than a mile of travel is all most of them register, and that is the owners' assurance that one of the most important jobs in the testing of Ford V-8 and Mercury 8 cars has taken place. ♪

Ford News, Apr. 1940



**43rd Annual
Sully Antique
Car Show**

**Registration Form
2016**

88 Years • Ford Model A • 1928-2016

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

Sunday, June 19, 2016
10 a.m.-3:30 p.m.

presented by
George Washington Chapter, Inc.
and
Fairfax County Park Authority





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


| | |
|---------------------------------|------------------------------------|
| 1. Ford A 1928-1929 open/closed | 18. Studebaker all years |
| 2. Ford A 1930-1931 open | 19. Chrysler thru 1991 |
| 3. Ford A 1930-1931 closed | 20. Others vehicles thru 1939 |
| 4. Ford A 1928-1931 commercial | 21. Other vehicles 1940-1948 |
| 5. Ford T thru 1927 | 22. Other vehicles 1949-1959 |
| 6. Fords 1932-1942 | 23. Other vehicles 1960-1969 |
| 7. Fords 1946-1953 | 24. Other vehicles 1970-1991 |
| 8. Fords 1954-1959 | 25. MG thru 1991 |
| 9. Mustangs 1964-1966 | 26. Foreign thru 1969 |
| 10. Mustangs 1967-1991 | 27. Foreign 1970 thru 1990 |
| 11. T-Bird 1955-1957 | 28. Commercial thru 1991 |
| 12. T-Bird 1958-1991 | 29. Military thru 1991 |
| 13. Chevrolet 1955-1957 | 30. Motorcycles/Scooters thru 1991 |
| 14. Chevrolet 1958-1991 | 31. Cadillac thru 1991 |
| 15. Corvette 1953-1967 | 32. Packard all years |
| 16. Corvette 1968-1991 | 33. Volkswagon thru 1991 |
| 17. Pontiac thru 1990 | |

An admission fee of \$10 adult (age 18-64 yrs.), \$8 senior (age 65+) and \$6 child (age 5-17 yrs., 5 and under free) for entry to the grounds will be charged to the public by the Fairfax County Park Authority. The historic house will also be open to the public at no additional charge.

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

 If accommodations or alternative formats are needed, please call Inclusion and ADA Support at 703-324-8563 at least 10 working days before event. TTY: Va. Relay 711.

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



George Washington Chapter

Mount Vernon Region

Visit GW Chapter at www.GWModelA.org

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

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

- Registration time 8 a.m. to 11 a.m. All cars must be on the field by 11 a.m. Show field limited to 400 cars. For safety, NO VEHICLE TRAFFIC WILL BE ALLOWED WITHIN THE SHOW FIELD BETWEEN 12PM AND 3PM.
- Flea Market registration gate closes at 8:30 a.m.*
- First 400 cars registered will receive a plaque.
- Special Best of Show award chosen by Sully staff.
- Registration open to Antique, Classic and Special Interest cars only. Due to space limitations the registrar reserves the right to refuse entrance to any vehicle not preserved in the interest of hobby. **SORRY, NO MODIFIEDS, REPLI-CARS OR PARTIAL RESTORATIONS in car show areas.**
- Cutoff date for pre-registered vehicles is June 17, 2016.
- Fee: Pre-registered \$10; at the gate \$15
- Flea Market Spaces: Pre-registered \$30. At the gate \$45.
- Car Corral: Pre-registered \$30. At the gate \$45.
- Trophies awarded at 3:00 p.m. Must be present to receive trophy.**
- Due to limited space NO vehicle later than 1991 will be admitted.
- All cars through 1920 will be admitted free.
- Cars displaying FOR SALE sign will be charged Car Corral fee and will not be judged.
- No pop-up tents, canopies, etc., allowed in car show area.

Show field limited to 400 cars. Pre-registered cars will be parked by class. Others will be parked in designated parking areas. **CARS TO BE JUDGED MUST PRE-REGISTER AND PARK IN CLASS.** For judging information and score sheet go to: <http://www.gwmodela.org/events.asp>

Program will include:

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

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

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


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

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

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

Registration Bill Benedict, 703-430-2441

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



Order your Limited Edition Collectible
Sully Pins - \$5

SULLY VEHICLE REGISTRATION

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

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

Name _____ Phone _____

Address _____

Make of vehicle _____ Year _____ Body style _____

Pre-registration deadline is June 17, 2016

Vehicles: Pre-registered \$10 at Gate \$15

Collectible Sully Pins - \$5 Amount _____

Do you want your vehicle judged? yes no Enclosed _____

Will your car be trailered: yes no

Do you want to be a Judge? yes which class? _____

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

SULLY AUTO, CRAFTS AND ANTIQUE MARKET REGISTRATION

Make check payable to George Washington Chapter. Send flea market registration by 6/17/16 to:
Bruce Metcalf, 236 Hermitage Blvd. Berryville, Va 22611

Name _____ Phone _____

Address _____

Type of merchandise _____

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

Number of spaces _____ Amount enclosed _____

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

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

SULLY CAR CORRAL REGISTRATION

Car Corral spaces: \$30 pre-registered, \$45 at the gate, Pre-registration deadline: 6/17/16
Make check payable to George Washington Chapter. Send registration to: **Andy Jaeger** - 811 Bay Street,
Woodbridge, VA 22191

Name _____

Address _____

Phone _____

Make of Vehicle _____ Year _____ Body Style _____



2016 Eastern National Meet

Gettysburg, PA

August 8 - 11, 2016

Wyndham Gettysburg

www.wyndhamgettysburg.com

**Celebrating the 75th Anniversary
of the 1941
Ford**

TOURS:

- Bus tour
- Driving tour
- Local Garage Tour

We're working on details of where we'll be going...

EVENTS:

- On site movie theater
- Welcome Party Buffet
- Ice Cream Social
- Your Choice Raffle
- Awards Banquet

CAR SHOW RULES

- show vehicles must have a fire extinguisher
- show vehicles must pass operational check inspection
- participants must be members of the Early Ford V8 Club of America
- we will have a display division for hot rod participation

EVENT MERCHANDISE:

Your Choice Raffle plus
tee shirts
polo shirts
sweat shirts
denim shirts
hats
logo pin
logo gear shift knob

EVENT REGISTRATION

Download registration form from www.NCR36.com and mail payment and form to:

EFV-8 ENM

c/o Cornerstone Registration Ltd

PO Box 1715

Maple Grove, MN 55311-6715

Make checks payable to "National Capital Region
2016 ENM" or simply "2016 ENM"

**SWAP MEET SPACES AND TRAILER PARKING
AVAILABLE**



Information Contacts:

Willis Terrett, Chairman, 713 Mattawa Ct., Millersville, MD 21108, 410-923-1154. Email: v8ford51@gmail.com

Norm Heathcote, 305 Gwynnbrook Avenue, Owings Mills, MD, 21117, 410-227-2040, Email: vvomllc@hotmail.com

Al Zimmermann, 12887 Eagles View Rd, Phoenix, MD 21131, 410-560-0237, E-mail: zimmco1@comcast.net

Cecil Polan, 1109 Gerrardstown Road, Gerrardstown, WV 25420, H 304-229-8366, Email: ckpolan@gmail.com

Northern Virginia Regional Group Automart



Vehicles For Sale

1936 Ford Deluxe Pickup Truck



Restored to near perfect condition. \$33,950. **Dennis Murphy**, 703-264-1477 (05/16)



1940 Ford Deluxe Convertible – A Correct Car: 3 Dearborn & 4 Dearborn Emeritus Awards (Yrs. 2009 – 2015); Folkstone Gray, black top, radio, heater, fog lights, Ford script W/Ws; Many extra parts; \$68.5 K. **Maurie Roesch**, Charlottesville, VA; 434-202 -8045 or maurie.roesch@gmail.com. (3/16)



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 \$7K OBO. His number is 240-320-7930. It is an early '36 and appears to be all original and complete. For pictures contact **Mike Prater** michael6225@comcast.net (07/15)



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 or jjsfords@comcast.net



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 (05/15)



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

Big Tex Trailer – 18 foot, tandem wheel open trailer, practically brand new. \$3,000. **Dennis Murphy**, 703-264-1477 (05/16)



1953 Ford Parts: Hood (no dents) \$150, Rear Bumper \$40, Starter \$50, Two Generators \$40 ea., Misc. SS Body Trim \$15, WSW Glass Bottle & Bkt. \$50, R&L OS Door Handles \$20 ea, Two tail lights complete \$25 ea., Front Brake linings (new) \$20, Fan and Bkt. \$30, Three chrome air cleaners \$10 ea., Two fuel pumps \$15 ea., Fuel block (chrome) \$15, NOS Alum Intake (fits 49-53) \$100, NOS 3-Carb Edelrock Intake with progressive linkage \$400, 4 Holley Carbs rebuilt with progressive linkage \$50 ea., 2 Frt. Brake Cyl NOS \$15 ea, 4 Shocks (used) F& R:offer, 239 Motor Complete (EAB) \$900, Inside Door & Window Handles \$15 ea. Many small parts. Prices negotiable. **Jim Tallant**, [301-843-0955](tel:301-843-0955). (04/16)



House. All brick one level living. 4 car garage, with panned floor for lift and 11 foot ceiling. 4 bdrm, 3 bath, super kitchen, 1200 ft unfinished storage in walk out lower level. 10 acres with room and sites for additional structures. Really, REALLY private. What is an HOA? I dunno. Do what you want, no neighbors in sight. **Russ Brown** 540 349-0989

Automart continued on next page

Automart continued from previous page
dogbanner@gmail.com. (04/16)



Tools - 6 piece hand tool kit with pouch for your exact year/month EV-8, with "B" tip screwdriver, tire iron, jack, jack handle, grease gun, and pump optional with purchase, as available. **Dave Henderson**. jrdshen@verizon.net or 703-938-8954 (02/16)



4 used Coker WWs and tubes, 6:00x16, low miles, good tread, no dry rot. **Bill Chaney**, flihi@cabelfirst.net or 804-776-7597 (04/15)



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. 1/2" drive air impact wrench, \$10. 3/8" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 (09/14)



1933-34 Parts: 40 year collection of small and large parts left over from 2 frame off restorations. Engine parts of all kinds; 3 21 stud blocks - complete; 3 rear ends and a complete front end; 1 rebuilt '34 radiator; 2 transmissions and 4-5 sets of used gears up thru 1939. Many brake parts. Set of 16" wheels. Adapters to install a 51-53 Flathead in '34 frame. Act now, they're going fast. Put these parts to good use - I won't be restoring another 1934 Ford. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 - 540-847-3363 (07/14)

Wanted

For 1940 Ford - split core 1940 Ford radiator - **Bill Chaney**, flihi@cabelfirst.net or 804-776-7597 (12/14)



'39 Deluxe coupe. Some modifications but it must have a stock or 59A engine, floor shift and torque tube rear end preferably with a Columbia. Also the suspension must also be stock, the interior original with original woodgraining preferred. Modifications could include alternator, electronic ignition, dual exhausts. 6v is preferred but 12v could be acceptable. Prefer a car local enough so I can comfortably

review it. **Mel Herwald** mherwald@mgwnet.com



'40 Ford Oil Bath Air Filter - Thanks in advance. **Nick Arrington** nta1153@verizon.net or 703-966-8422 (01/16)



Used tires: 650/70/15 or 700/70/15 (2 or 4) for my 1947 Chrysler. **Andy Koerner** akoerner2@cox.net (09/15)



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@cabelfirst.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 (07/14)



Driver quality 35-36 Pickup: Contact Nick Arrington - nta1153@verizon.net or 703-966-8422 (01/15)

ANOTHER WOODIE JOINS THE NVRG

Last month we welcomed Dick Giles to the NVRG and mentioned that he has a 1935 Woodie. We didn't have a picture of Dick's car at the time but here it is now. There were only 3,536 of these beauties built (Ed).





City of Fairfax

Antique Car Show



Old Town Fairfax



Saturday May 21, 2016

10:00AM - 3:00PM

LOCATION: CITY HALL

(Between Rt. 123 & University Dr.)

10455 Armstrong St. • Fairfax, Virginia

Historic Old Town Fairfax—A Sense of Place

Live Bluegrass Music & Food!



Presented by:

Northern Virginia Regional Group
of the Early Ford V-8 Club

City of Fairfax

Sundog Productions

A portion of the
proceeds are donated
to the Armed Forces
Retirement Home
in Washington, DC

Come See the Model-T Ford Reassembled in 15 Minutes!



Disassembled 1926 Model-T Ford...



Getting it together...



SHE RUNS!

Saturday May 21st at 1:00PM

Don't Miss this Extraordinary Demonstration!

For more information go to: www.visitfairfax.com or www.nvrg.org • email: info@nvrg.org



NVRG Calendar



| <u>May 2016</u> | |
|------------------|--|
| 10 | Membership Meeting – 7:00 pm – Nottaway Park – Program: A Trifecta of Ford Knowledge: License plate toppers (Stan Johnson), Window bugs (Ken Burns), and Tumbling parts clean (Clem Clement). Refreshments: Chris Findley |
| 11 | 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 . |
| 15 | West Friendship, MD 2nd Annual Car Show – 9 am to 2 pm at the Howard County Living Farm Heritage Museum, 12985 Frederick Road, West Friendship, MD 21794. Contact Norm Heathcote vvomllc@hotmail.com for further details. |
| 21 | NVRG/City of Fairfax Car Show – open to all vehicles 25 years and older. To volunteer or help contact Dave Westrate dlwbaw@aol.com or (703) 620-9597. See page 20 for more info. |
| 31 | NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend. |
| 31 | Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net |
| <u>June 2016</u> | |
| 4 | Silver Diner Cruise-In – Fair Oaks Silver Diner, 4-7 PM. Free meal for bringing your V-8 or other vintage car. |
| 8 | 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 | Membership Meeting – 7:00 pm – Nottaway Park – Program: Annual NVRG Auction and Ice Cream Social; Nick Arrington, auctioneer. Refreshments: The Gunnarsons |
| 19 | Father's Day @ Sully – Join us for the annual NVRG picnic under the shade of the old oak tree. |
| 28 | NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend. |
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| <u>July 2016</u> | |
| 12 | Membership Meeting – 7:00 pm – Nottaway Park – Program: Annual NVRG Auction and Ice Cream Social; Nick Arrington, auctioneer. Refreshments: The Gunnarsons |
| 13 | 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 . |
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| 26 | Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net |

Down the Road



- ✚ **August 8-11** – [Eastern National Meet](#), Gettysburg, PA
- ✚ **September 17** – Drive-In Movie Night – feature film: *American Graffiti*
- ✚ **October 4-8** – What else but Hershey?
- ✚ **December 9** – Holiday Gala at P.J. Skidoos

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