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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XXXVIII, No. 7

July 2016

Ken Burns - Editor

FAIRFAX 2016

Our Fairfax Show, Rescheduled Due to Rain, Was a Great Success

By Editor



The view from the hill in front of Fairfax City Hall. Cameron's Coffee and Chocolates is under the white canopy – more about them later.

If the weather on our original May 21st show date was ridiculously atrocious then the weather on our June 25th make-up date was sublimely beautiful. The thin overcast early in the morning gave way to a bright sky dotted with a few puffy clouds, remnants of the cold front that passed through our area on Friday night. The humidity was low and the temperature was amazingly comfortable for this time of year. It's hard to believe that going back to our first NVRG/City of Fairfax car show in 1998 we had never been rained out before. We've had some iffy weather on show day before but had never been forced to cancel the show and then reschedule for a later date. Well, we made it 19 years before the weather gods (Zeus, Jupiter, Thor and others – take your pick) finally frowned upon us and that's a pretty good run unless you live in the desert or Southern California. It doesn't appear that the rescheduling diminished turnout any – we still managed to completely fill Armstrong Street and had 18 cars in the overflow area. That's pretty good considering that at least four of our club members "regulars" who normally attend were out of town and our show also conflicted with a Model A event.

NVRG History Lesson: I mentioned above that this year marked our 19th show held in conjunction with the City of Fairfax and that we hadn't been rained out previously. For those relatively new to the club here's the back story about the evolution of NVRG's annual car show. And it starts with rain! The first "annual" car

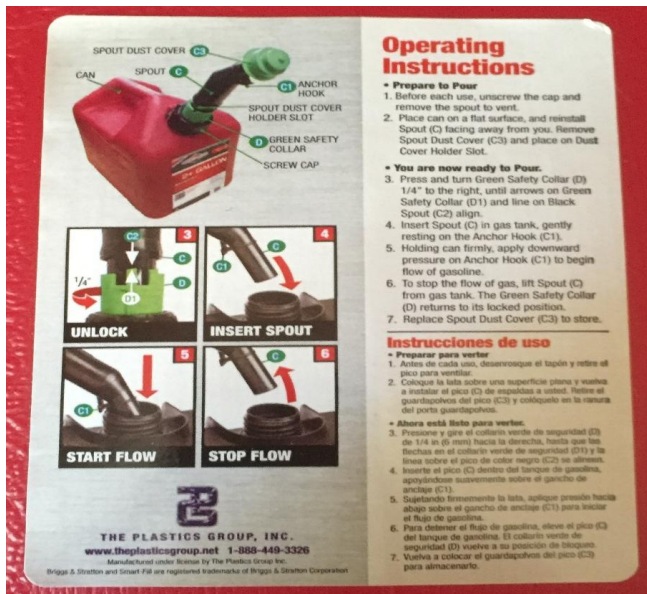
Up Front with the President



July 2016

Our membership enjoyed a diverse number of club activities in June which included several car shows, plenty of ice cream with a wide array of fixings to an auction event. All in all, the weather really cooperated which allowed us to participate in things we enjoy most, our antique Fords.

On June 4th, the Silver Diner hosted their 1st annual "Eat Well, Drive Well" Summer Car Show Series. The show was held at the Silver Diner Fair Oaks. A number of our members and spouses participated including **Bill Selley, Ken Burns, Leo Cummings, Dave Westrate, Eric Sumner, David Blum, Wayne Chadderton, Hank Dubois and myself**. After a very nice complimentary dinner we each headed home to miss the rain. In my case, I tried to make it home without refueling. Bad idea - I ran out of gas at the busy intersection of Baron Cameron Road and Leesburg Pike (Route 7) in the lane farthest from the shoulder. To my immediate rescue came four workmen who pushed my car backward to the shoulder and then disappeared after jumping back in their truck to catch the green light. The next challenge was crossing the busy street to reach the Sunoco where I had to purchase a new gas can since they don't lend them out anymore. The 2.5-gallon plastic can has a weird environmentally friendly" pouring spout that wasn't worth a darn. Check out the "operating instructions below."



Prepare to Pour

1. Before each use, unscrew the cap and remove the spout to vent.
2. Place can on a flat surface, and reinstall Spout (C) facing away from you. Remove Spout Dust Cover (C3) and place on Dust Cover Holder Slot.

You are now ready to Pour

3. Press and turn Green Safety Collar (D) ¼" to the right, until arrows on Green Safety Collar (D1) and line on Black Spout (C2) align.
4. Insert Spout (C) in gas tank, gently resting on the Anchor (C1).
5. Holding can firmly, apply downward pressure on Anchor Hook (C1) to begin flow of gasoline.
6. To stop flow of gasoline, lift Spout (C) from gas tank. The Green Safety Collar (D) returns to the locked position.
7. Replace Spout Dust Cover (C3) to store.

Simple – right?

Without the spout, I could not dispense the gas into my 1948 Ford gas tank due to the body shape. Finally, I figured it out after significant twisting, pulling, pushing and contorting. Something so simple was so over engineered for everyday use you would think it was designed for NASA.

The next Silver Diner car shows will be July 16th and August 6th from 4PM-7PM.

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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)	

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show the club sponsored was held in 1988 on the grounds of Oatlands Plantation on Route 15 south of Leesburg. The weather was really iffy but the show was held in drizzle and light rain showers anyway. A total of 41 cars showed up. Current NVRG members who brought cars to the show included: Ken Burns, '41 Woodie; Bill Tindall, '48 Tudor; Hank Dubois, '35 Three Window; Don Lombard, '53 Tudor; Bill Fox, '34 Five Window; and Buzzy Potter – '30 Essex Boat-tail. Fortunately the club was able to cancel the band and the professional clowns (really, we were going to have clowns for the kids!) on very short notice and we actually ended up making a whooping \$43 profit!



The Oatlands show field was laid out in rows by decade – the oldest cars were furthest from the camera with the 60s vehicles in the foreground. *Valve Clatter* October 1988 photo.

The second show at Oatlands was held in September 1989 and had a better turnout than the previous year but Oatlands was under new management and they decided that they wanted to take Oatlands activities in a “new direction.”

The NVRG didn't host another car show until 1998 when Dave Westrate was our President. The show committee was comprised of Tom Shaw, Show Chairman; and Cliff Green, Don Lombard, David Blum and Dave Westrate as committee members. The first several shows were held in the parking lot that now is the site for the Fairfax County court and jail complex. Our partner for the show was, and still is, the City of Fairfax. Our first show drew 75 entries and with that we were off and running.



Promotional material for our first Fairfax show featured Cliff Green's '40 Woodie. Now we use a picture of the previous year's Best of Show winner on our promotional material.



A scene from our first City of Fairfax show taken from the June 1998 *Valve Clatter*: Tom Shaw, Jim McDaniel, Ken Burns, Hank Amster, Bill Simons, Don Lombard, and Jason Javaras gather around the very first public showing of Dave Westrate's '39 Standard Woodie (some assembly still required).

Back to Our Story: Since I was the nominal head of the parking staff I wanted to be on-site early. I know from past experience that our 10 AM start time is just a suggested time. In reality, almost all participants have already arrived by 10 AM and the few stragglers who arrive “on time” find usually themselves consigned to the overflow lot adjacent to the office townhomes. With that in mind I headed out the door about 7 AM for the short drive in my recently completed black '41 Woodie to City Hall. When I arrived, Armstrong Street was already a bee hive of activity. I pulled into a parking spot behind Dave Westrate who was well into his usual pre-show routine. Clem and the sign crew were already placing signs strategically around the area, the Knights of Columbus were setting up their food trailer and the registration tent was open under new management (Gay Harrington) for the first time ever (Don Lombard had handled registrations since our first show in 1998). Several cars had already arrived and chosen their favorite spot. Jason Javaras must have left Fredericksburg about the crack of dawn because he had already claimed the first diagonal parking spot for his 1970 F-100 at the top of the hill. That's a good thing because it establishes the datum for all cars on that side of the street to align with. Paul Malandrino was another early NVRG arrival in his '32 hiboy Roadster. The first non-NVRG participant was also there as well; Dennis Gilliam from Chantilly had already set up his '42 Chevrolet street rod and accompanying display. I pulled in along the curb behind Dave Westrate's '39 Woodie at the curb, quickly set out my chairs and cooler and joined Jason in getting folks settled in.

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Jason Javaras was an early arrival in his '70 Ford F-100. He won "Best Engine" last year with this truck.



Paul Malandrino's '32 Roadster – not exactly as Henry built it but is still a sweet ride.



Dennis Gilliam's '42 Chevrolet Town Sedan isn't exactly stock either.

This year's show offered a little of the old and a little of the new. Numerous factors contributed to several stalwarts being unable to attend: with his impending return move to Massachusetts looming large Don Lombard passed the registration duties over to Gay Harrington. Cliff Green was attending his 60th high school reunion in Massachusetts and had recruited Jim LaBaugh to coordinate the judging and trophy process. Master of Ceremony Bill Simons was called away on family business and Dave Westrate

stepped in to handle the MC duties, Parking Coordinator Dave Gunnarson was out of town so I stepped in to help and President Joe Freund was also out to town. Even with all these changes the show went off with out a hitch.

Many of the traditional activities that make our show special returned. Andrew Acosta's Old Time String Band entertained us, and the City of Fairfax's Fire Department had their Life Safety Education trailer up and running teaching kids about fire safety and strategies to survive a fire at home. Also on had was the Hylton High School competitive engine assembly team. Since their appearance at our show last year they had been to the 2015 Hot Rodders of Tomorrow Engine Challenge Dual [Championship](#) in Las Vegas and are slated to return again this year.

On the other "new" developments front we had Cameron's Coffee and Chocolates with us for the first time. If you missed them on the grass down by the sidewalk under the white canopy you missed a treat: cold brewed iced coffees and teas, fresh baked cookies and brownies and chocolate swirled marshmallows on a stick were some of the scrumptious goodies they offered. And as Dave Westrate explains below all of this effort goes to a good cause.

Cameron's Coffee and Chocolate

We had a new feature at the show this year that I want to highlight for everyone. Cameron's Coffee and Chocolates had a booth at the show to sell their products. Cameron's is a non-profit business with a mission to provide the freshest and finest products while offering meaningful employment to adults with intellectual disabilities. The store is located in the Fairfax Circle Shopping Center, 9639 Fairfax Boulevard (next to Artie's) Fairfax, VA 22031. For more information visit <http://every1canwork.com/>.

We have been working this year with Ellen Graham who volunteers along with her husband to manage the business. Their daughter, Cameron, is one of the 14 adult employees who produce a wonderful variety of outstanding candy, pastries, and other food products. Cameron's is also the focal point for a new cars and coffee event every Sunday morning in the parking area by the store. This is a unique enterprise with a forceful mission that is so impressive. I urge everyone to visit Cameron's to enjoy their offerings and support their critical mission and don't forget the 8-10 AM Sunday cars and coffee at Cameron's. You will be glad that you did!

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Best of Show

**1956 Studebaker Golden Hawk – Paul Delaney
Camper's Trophy & Awards**



Mayor's Choice

**1964 Rolls Royce Silver Cloud III – Susan and Eric Thorson
Camper's Trophy & Awards**



People's Choice

**1979 Pontiac Le Mans – Dave Petrasek
Camper's Trophy & Awards**

Best Early Car
Best Model A
Best of the 30s
Best of the 40s
Best of the 50s
Best of the 60s
Best of the 70s

Personal Touch Jewelers
I.O. Gestalt, Inc.
Bill Worsham – State Farm Insurance
Printing Ideas
Cameron's Coffee & Chocolate
Old Firehouse Restaurant and Bar
Weber Tire

1922 Model T – Bill Sessler
1930 Model A – Benny Leonard
1933 Packard – Scott Leaf
1940 Packard – Tom Brooks
1956 Corvette – John Kolb
1968 1965 GTO – Tom Crider
1971 Lincoln – Bradley Blakeman

Best of the 80s
Best Hot Rod
Best Commercial
Best Import
Best Ford
Best GM

Fairfax Auto Parts
Sterling Hot Rods
Woody's Ice Cream
Business Investment Group
Hard Times Café, Fairfax
Twins Ace Hardware, Fairfax

1981 Corvette – Olin Simmons
1941 Willys Coupe – Earl James
1946 Chevrolet PU – Bryan Sorum
1958 Jaguar Rdstr – Bob Williams
1941 Ford Woodie – Ken Burns
1957 Chevrolet – Douglas Knoche

Best MoPar
Best Orphan
Best Paint
Best Engine
Best Interior
Best Sedan
Best Convertible

Safford Automotive Group
Foster Management
Quality Auto Body, LLC
Business Benefits Group
Reliable Property Management
Rust Insurance
Interstate Van Lines

1967 Charger – Mike Cumberland
1960 Triumph – Terry Wyllie
1953 Oldsmobile – Stephen White
1967 Pontiac – Dave Pastrasek
1962 Pontiac 2+2 – Jeff Cummings
1962 Studebaker – Joseph Plumpe
1959 Cadillac – Bob Brown



Some non-V-8s from the NVRG family: Scott Leaf brought his awesome 1933 Packard Coupe Roadster instead of his '33 Ford Standard Tudor, Benny Leonard brought his pristine 1930 Model A Coupe out for only the second time and Robyn Smith (Benny and Sharon's daughter) brought along a 1963 Volkswagen Convertible than Benny, Sharon and the family restored between 1978 and 1981.

Also out for the first time are the two cars on the next page: Jerry Lunt drove in from Berryville in his Columbia-equipped '35 Three Window and Ken Burns drove about 1 ½ miles in his late '41 Woodie which until noon the day before was still on jack stands.

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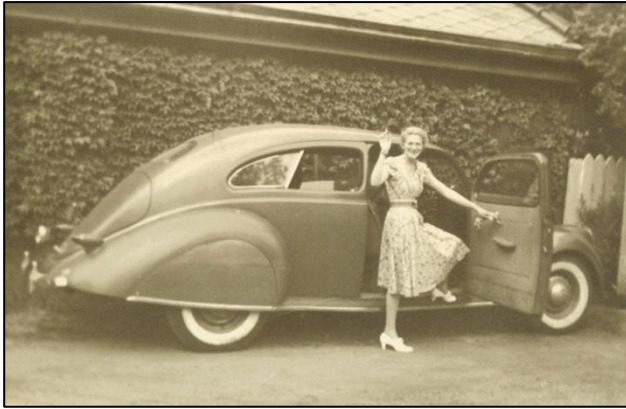
It looks like black is the new black!

WELCOME TO THE NVRG

Gary and Chieko Williams

Woodbridge, VA

Gary owns a 1937 Lincoln Zephyr Coupe Sedan that has been in his family since they purchased it in Philadelphia, PA, on February 7, 1940. And has the Bill of Sale to prove it.



Gary's Aunt Ruth and the Zephyr



The LZ at a much later date sporting sealed beam conversions.

John & Lauren Lockhart

Sterling, VA

jlockhart@jdlawnservice.com

1953 Ford Customline

OUT & ABOUT

By Clem Clement

We were heading out to our car after a wonderful day riding and serving as Docents on Norfolk Southern's (NS) mighty restored J-611 steam locomotive when an emergency flock of vehicles passed us and drove into the train yard. It was only later that we heard the details of what happened and of the heroic efforts of Jim Gray and two others as they came to the aid of a gentleman had collapsed in the train yard.



To get a good idea of the impressive size of the J-611 look at the man standing next to the drive wheels.

Jim Gray made several trips from his location in NS 47 Louisiana (a passenger coach) to the Paul Revere hauling extra water bottle cases on his shoulder. Then he joined the "bucket brigade" moving the left-over cases of water, soda, and juice, and boxes of non-perishable goods for transport to charitable organizations. All this after a long work day for all of us. The victim and others were trying to stuff water, orange juice, and soda cases into his truck when he collapsed and dropped within a foot of where Jim was standing. Jim immediately responded, quick enough that he got his foot under the gentleman's head before it slammed into the graveled road. Recognizing what was happening, Jim took action with CPR procedures he'd learned long ago. (He tells me he is still not sure how he did all this).

Yes, Jim you saved a life today. (He is very humbled by this experience and believes "things don't just happen by chance." He was meant to be where he was). The victim had had heart surgery before as evidenced by his scar. Jim started CPR, called for EMTs, checked his airways, NO breathing for the man, and no color in his face. Two other men with EMT certifications helped in due time to provide assistance, but Jim got the life-saving process under way immediately and saw that color had returned to the man's face. When the Manassas Emergency Crew arrived in a very short time they took over, and paddled him. When he could see the man's feet move, Jim instantly knew there was a chance. The

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victim was carted off, we all hope, to a successful recovery. We know that without Jim Gray's Air Force training combined with his great ability, the results could have been different.

Jim sez "I'm still processing all this... and with how busy my days are these days, it'll take a while to get my arms around all this... What I remember the most now is the time warp I experienced. The 40 minutes or so I was with him seemed like 5."



Jim Gray – the man of the hour.

Sully Father's Day Show

By Editor

What a great way to spend Father's Day once again. I thought I'd have the black Woodie ready to go but decided to leave it on the jack stands for another week since there were a number of little, sniggling items on the bottom side I wanted to correct before dropping it to the floor. As a consequence I drove the green one and parked in the usual spot Woodie beside the kitchen. I was kind of surprised that only three Woodies showed up this year: Cliff Green and his '40, Dave Westrate in his '39 Standard and me. Bill Simons missed the show due to some family issues, David Blum drove his '39 Zephyr instead of his '47 Nash Suburban and Hank Dubois took his '35 Three Window instead of his '39 Woodie.

Speaking of Hank here's a true story as related to me by Hank. He and Cindy got caught in the backup at the registration gate and the temp gauge in the Three Window moved ever closer to the danger zone. Rather than let the radiator boil over Hank pulled into a vacant spot in the Car Coral, opened the hood to let the motor cool and walked

into the show field. Eventually he went back and drove the car onto the show field. Later that day he ran across a NVRG member who asked him if he'd seen the '35 Three Window for sale in the Car Coral. The member went on to say that it was a nice car and that he had heard the car sold for \$19,000 and had already been driven away by the new owner!

One of the great things about Sully is seeing multi generational NVRG family gatherings under the shade of the giant oak trees. You'll see three generations of Blums, Simons, occasionally the Amsters, the Greens and others. This year Tracy and Russell were there along with their kids. I noticed Cliff, Sandra and Russell having their picture taken with the Woodie. Russell sent me a copy of the Sully picture along with another one taken 47 years earlier.



Then and...

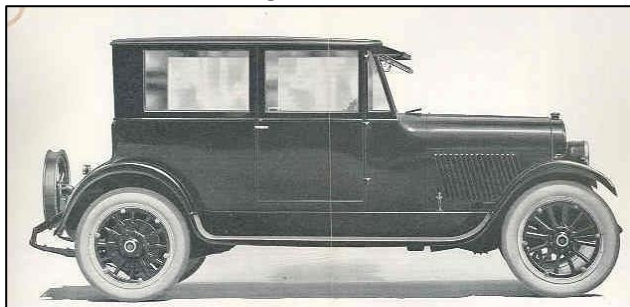


now.

Helen and I made our annual tour of the flea market and found Clem selling his usual assortment of treasures. He had a gent with him and Clem asked me to guess what kind of a car he owned. Unfortunately my seer's license had expired months ago so I had to just make a wild guess. "How about a 1953 Studebaker" I ventured. Gosh, I almost nailed it. It actually was a 1923 Lexington. Turns out that Clem bought a large box of license plate brackets at a swap meet years ago and had been lugging them to Hershey and Sully for several years with only occasional success. Imagine Clem's surprise when this guy walked up and zeroed in on a particular holder, asked the price and bought it without asking what it was for. After buying the bracket he told

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Clem it was for a 1923 Lexington Six Royal Coach which he was restoring.



A 1923 Royal Coach. There were only 1,330 Lexingtons built in 1923.

The Lexington Motor Company was founded in Lexington, KY, in 1909 by Kinzea Stone a Kentucky race horse promoter. Production totaled 123 cars in 1909 and in several short months Lexington outgrew its original building and was lured to Connersville, IN, by local businessmen. In 1911 Lexington's chief engineer introduced multiple exhaust which was reported to give 30 percent more power on less fuel. Each cylinder had a separate exhaust (I guess Henry could have learned something from Lexington). Dual exhaust pipes and mufflers were used. As you might guess Lexingtons were powerful automobiles. In 1912 Lexington entered both the Indianapolis 500 and the Glidden Tour. Along the way Lexington went through a number of mergers including one with the [Ansted Manufacturing Company](#). In 1920 Lexington entered two Ansted-engined cars in the Pikes Peak hill climb and placed first and second. Lexington won again in 1924 and retired the Penrose Trophy. In spite of these achievements Lexington was nearing the end. Production had peaked at 6,128 cars in 1920 (by contrast Ford built 941,042 Model Ts) and had quickly plummeted, finally ending production in 1926 with only 186 cars. In 1927 E. L. Cord's Auburn Motor Company purchased the Lexington/Ansted conglomerate. A newspaper at the time described the acquisition this way: "Thousands of dollars have been spent here by the Auburn company in rebuilding the plants of the Ansted Manufacturing company and the Lexington Automobile company which were purchased late in 1927, and turning them into the finishing plant, which now is one of the most modern painting and trim factories in the automobile industry."

The Model A Club made a concerted effort this year to recruit NVRG members to assist with the judging – going so far as to bribe volunteers with free ice cream at their judging seminar. A number of folks were enticed by this offer helped with the

judging.

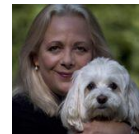


NVRG member Jim Gray (also president of the Model A club) stands with NVRG president Joe Freund beside "Ruby", Jim's late 1931 Model A Coupe.

GREETINGS FROM ELYSE'S WINE CORNER

July 2016 - Bordeaux "Futures"

By Elyse Kudo



In the world of wine, buying "Futures" is a practice that has been in play as it relates to Bordeaux First Growth wines for over 200 years. The Bordeaux Wine Official Classification took place in 1855 when Emperor Napoleon III requested a classification system for France's best Bordeaux wines. California followed suit and Addy Bassin's MacArthur Beverages in Washington, DC, was at the forefront mirroring the model the French had done in fine fashion. Elon Musk must have taken a clue from Bordeaux as well. As far as the wines go, a savvy palate or a bit of adventure is needed to assess the future flavor palate based on the estate history, climatic conditions that occurred during the year, etc.

The 2015 Bordeaux futures are being offered now and if you have the foresight, patience and want to buy a wine that you won't see most likely until 2018 you can certainly add something intriguing infused with romance and elan to your cellar. Keep in mind the wine will benefit from some additional storage time so if you're overly curious it would pay to purchase several bottles. I will opt for some magnums which are usually unattainable when the "official" release occurs and if you can find them they are significantly costlier. I think the wine has an opportunity to mature a bit

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better in the magnum, not to mention the wow factor that goes along with the rare size.

The 2015 vintage is being lauded by winemakers, experts, reviewers as quite possibly a legendary vintage. This is due to the weather- lots of sunshine, cool evenings and rain that kisses the vineyards at the right time.

There are many choices needless to say and a good rule of thumb is to start with your desired varietal and subsequent region. Cabernet Sauvignon and Merlot are the two primary varietals and the Left Bank is to Cabernet for the most part as the Right Bank is to Merlot. Other varietals are Cabernet Franc, Malbec and Petit Verdot. White wine varietals are Sauvignon Blanc Semillon and Muscadelle. Sublime Sauternes are crafted from these grapes and come from an area in the Graves section in Bordeaux.

Addy Bassin's MacArthur Beverages, Calvert Woodley and Total Wine are all great sources for the Futures and if the banner years of '05 and '09 provide an insight of what's to come, I will be very happy with Chateau Cantemerle from Haut Medoc, Chateau Gloria from the Medoc (both are predominately Cabernet Sauvignon & not too costly) as well as a bit of Chateau Haut-Brion which is a Merlot, Cabernet Sauvignon, Cabernet Franc and Petit Verdot blend for their red wines.

- ✚ Addy Bassin's MacArthur Beverages - ask for Mark Wessels, 202-338-1433
- ✚ Calvert Woodley - ask for Michael Sands, 202-966-4400
- ✚ Total Wine - Various locations

Cheers,
Elyse

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

BOOK REVIEW

Wheels for the World by Douglas Brinkley

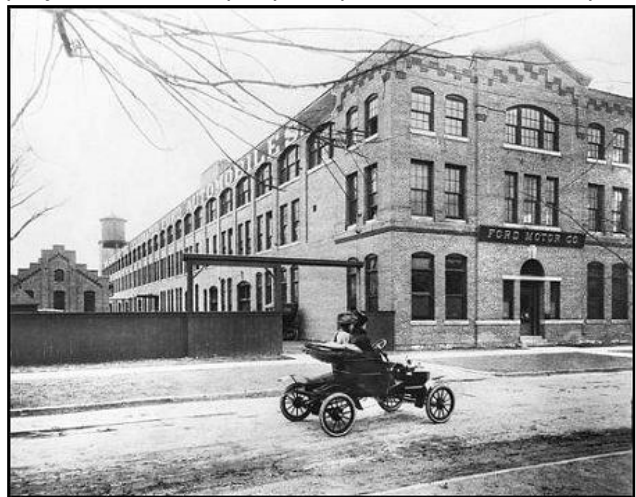
Reviewed by Milford Sprecher

This is not a new book, originally published in 2003, but new to me.

I have read a lot about Henry Ford and Ford Motor Company over the years, but one can never know enough. This book by respected historian Douglas Brinkley added quite a bit to my knowledge of Henry Ford and Ford Motor Company, published in conjunction with Ford Motor Company's 100th birthday

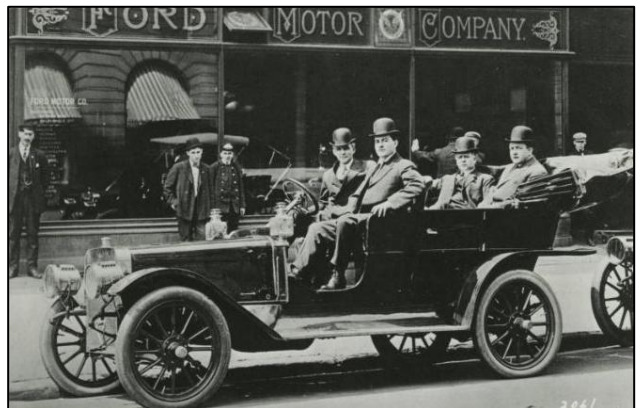
and with the cooperation of the Ford family and the company.

I think it is well known that Henry Ford was not an immediate success, but was on his third company that became the Ford Motor Company we still have with us today. Henry was full of ideas and must have had quite an appealing personality that attracted talent and investment to his companies. His first company, the Henry Ford Company, went broke, but was resurrected as Cadillac! While persistent, Henry was not known as a particularly hard worker. He was also a great tinkerer, but couldn't quite finish product development. With the founding of the Ford Motor Company, he found his stride and almost instant success with the first Model A and then the Model N. His real tour de force was the Model T, a car that was developed as kind of a skunk works project at the company's Piquette Avenue factory.



Ford's Piquette Avenue factory with a Ford Model N in the foreground.

Equally, or maybe even more, important to Ford's success was his finance chief James Couzens.



Henry Ford, James Couzens, Elwood Rice and Gaston Plantiff in Ford Model K Car, New York City, 1907 – The Henry Ford image

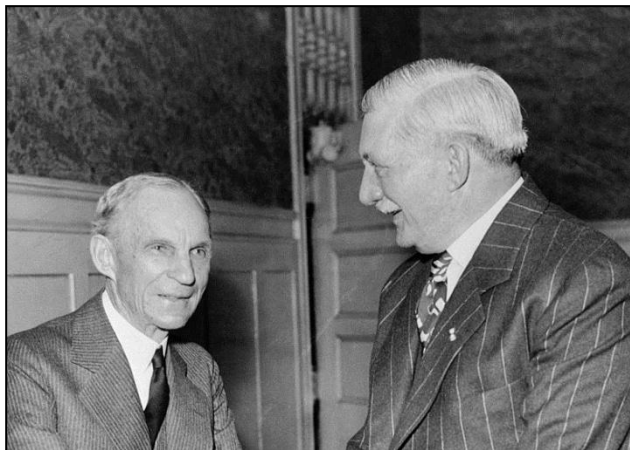
The Dodge brothers were early investors and suppliers, who used the dividends from their stock to

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start manufacturing their own line of cars to compete with Ford. The amount of money that the early investors made from their Ford stock was phenomenal, even greater than some of the Silicon Valley fortunes we know of today.

In addition to having an inexpensive and reliable car, Ford was also focused on manufacturing efficiency. He may not have invented the assembly line, but he perfected it. He also famously vertically integrated his manufacturing process, in part because he wanted to control all aspects of production, but because his suppliers could not provide the quantities required to produce as many cars as he wanted to produce.

His employee William Knudsen left and went to GM and Chevrolet in the late 20's when Chevrolet went from being an also-ran to outselling Ford and the Model T.



Henry Ford and GM president William Knudsen together to celebrate Knudsen's birthday, March 1939 – Getty image

As we all know, the Model A was a huge success, but the market had changed and General Motors was driving innovation and the Model A was only produced for four years.

The book continues through the rest of Ford's 100 years, chronicling the tragedy of Edsel Ford, the reinvention of the company by Henry Ford II and up through the Edsel, the Taurus and the ascension of Bill Ford as Chairman of the company. Henry Ford's other pursuits are described, including aviation. Greenfield Village, union relations. His famous anti-Semitism, his isolationism and opposition to both world wars, his farm experiments, including being an early proponent of ethanol as a fuel.

Henry Ford, Edsel and Henry Ford II are fascinating figures, too, as is the history of their iconic company. For me, the end of the book lagged a bit and did not have the level of analysis that the earlier chapters

did. The company has had many boom and bust cycles, getting reinvented a number of times over the decades. For those who want a good overview, this is an excellent book.

EMAIL BAG

The Ford 7V

By Colin Spang

I thought that the attached photographs might be of interest for "Valve Clatter." This is Ford 7V, a type unique to Dagenham, built between 1937 and 1949 and intended as a semi forward control truck chassis.



Normally fitted with a V8 engine (21 stud) it was also available with the old Model B 4 cylinder engine.



When WW2 came in 1939 many were fitted out as fire trucks and this example is most unusual as it is a fire truck dating from 1939 but with an enclosed body. The monotone photograph shows the normal fire truck body which was built by AC of Thames Ditton. The pump mechanism was a self contained unit by Coventry Climax driven by a small four cylinder engine that in post war years was found in

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sports and racing cars. As late as the mid-1960's these war surplus fire trucks could be bought for a small sum usually with a few hundred miles on the odometer. Most were dismantled for their engines.



Hair on Fire Weather

By Dave Westrate

What do you do when every weather person on every TV station is running around with their hair on fire telling you that within an hour there will be huuuuge storms in your neighborhood with 60 mile per hour winds and your woodie roof assembly is in the yard on saw horses???

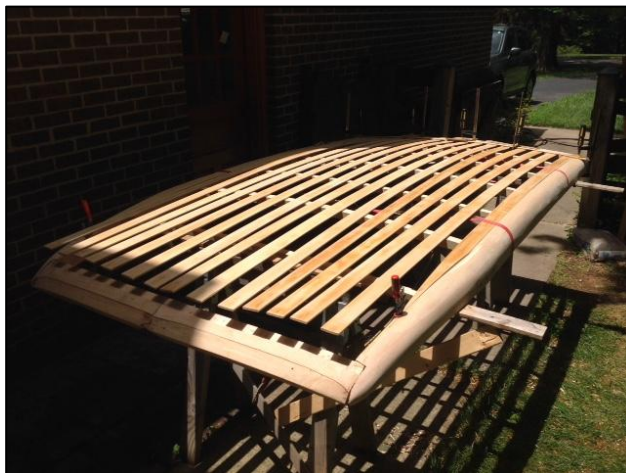


Let's put this sucker together.

I was afraid that it would take off like a sail and end up in the next county. With a little help from Barbara I was able to wrap it up and tie it down as best we could. We got 3 inches of rain but not that much wind so all is well.



All battened down.



Back and making progress again.

UP FRONT WITH THE PRESIDENT (Cont.)

The 19th annual Fairfax Car Show scheduled for May 21 was cancelled for the first time due to heavy rains. **Dave Westrate** and the City of Fairfax overcame the setback and held the show on June 25th. From all reports the weather was great and over 100 cars were in attendance. Another fantastic outcome under the fine leadership and hard work by Dave, **Gay Harrington** who handled participant registrations and his band of volunteers!

On June 14th, the 3rd annual auction, led by **Nick Arrington**, was held during the membership meeting. There was a wide array of donated items including two \$25 gift certificates to Red, Hot and Blue, a Jim Beam Kentucky Straight Bourbon JB Turner Locomotive Engine (with the booze), and a framed print of Clark Gable in an early Lincoln. We enjoyed another fine auction by Nick and raised \$361 for the Early Ford Foundation. The same night we will also enjoyed the annual ice cream social prepared and hosted once again by **Dave Gunnarson with sons, Jacob and Peter.**

On June 19th, the 43rd annual Father's Day Antique Car Show was held at Sully Plantation Historic site in Chantilly, VA. We enjoyed perfect weather and many of us gathered in our usual location in the shade with our families. You may recall that **Jim Gray** made the request that if anyone in our club could volunteer to help judge at the car show, it would be appreciated. So, **Dave Westrate, Keith Randall** and I pitched in and judged for the first time with an experienced lead judge.

Enjoy your 4th of July!

Joe

Annual NVRG Drive-In Movie Tour

September 17th and 18th

Family Drive-In – Stephens City

- ✚ **Saturday, September 17** - Depart from Fair Oaks Mall at 1:00 pm. Check into the Wayside Inn, Middletown, VA around 3:00 pm. The historic and charming Wayside Inn is the oldest continuously operated inn in America and dates from 1797. We have 12 delightful rooms set aside for us ranging in price from \$100 to \$140 (before our 20% discount) which includes a full cooked breakfast. The rooms set aside for us are: 3, 5, 6, 7, 11, 12, 16, 17, 18, 20, 21, and 22. Check out the rooms at <https://alongthewayside.com> and call 1-540-869-1797 to reserve yours.
- ✚ Rooms are set aside under "Henry Dubois/Early Ford V8 Club" and will be held until September 10th.
- ✚ 5:00 pm dinner at the Roma Restaurant in Stephens City, VA then on to the Family Drive-In for their 7th Annual Classic Car Show and Movie night. The car show is from 3-7 pm and we'll have a chance to check out the cars that are staying for the classic '60's movie "American Graffiti" which will be shown at dusk.
- ✚ **Sunday, September 18** - After a leisurely breakfast, we'll spend a little time exploring the grounds and gardens and enjoying the ambience of the Wayside Inn before departing for our scenic return trip via Routes 340/522 and 55. Along the way, we'll plan on stopping at one of the picturesque wineries (TBD) along Route 55 for wine tasting and snacks before completing our drive back to the hustle and bustle of Fairfax.
- ✚ Contact Hank Dubois for more information or if you have any questions - handcdubois@verizon.net or 703-476-6919 (H).

NVRG Memorial Fall Tour

October 16th and 17th

Save the date!

- ✚ By popular demand we'll be going back to Graves Mountain Lodge on October 16 (Sunday) to catch the last day of their Apple Festival. We went in 2011 and had a wonderful time.
- ✚ We have blocked 15 rooms and the price with Lunch, Dinner and breakfast is \$108.21 per person.
- ✚ The lodge is located in Syria , VA an easy drive 75 mile drive from Fair Oaks Mall.



More details to follow.



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



Vehicles For Sale

1939 FORD Deluxe Convertible: Folkstone Grey, Total Restoration, Lebaron-Bonney Interior & Top, V8 Dearborn, AACA Junior, Senior, Grand Nationals, Ford National Award 2007, \$67,500, John Krupinsky, (410)833-8269, LAKJAK@comcast.net (07/15)



1955 FORD Crown Victoria: Tropical Rose/Snowshoe White. Total Restoration, Automatic, Power Steering, AACA Junior, Senior, \$37,500, John Krupinsky, (410)833-8269, LAKJAK@comcast.net (07/16)



1936 Ford Deluxe Pickup Truck – Restored to near perfect condition. \$33,950. **Dennis Murphy**, 703-264-1477 (05/16)



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

49-53 Ford & Mercury Engine Parts: Nearly all parts available: Heads, manifolds, crankshafts, rods, camshafts & valve parts, oil pans & oil filter hous-

ings, front covers, water pumps, bellhousings, ignition, etc. No Mercury crankshafts or oil pans. Dirt cheap! John Ryan, 301-469-7328, john@ryanweb.com (07/16)



8BA Radiator: Used original Ford radiator marked 8BA, will fit 49 -53, but is concourse correct for 49 – 50 and some early 51 Fords. No major issues apparent but probably should be tested by a radiator shop. \$50, gladly refunded if shop test reveals a terminal illness. John Ryan, 301-469-7328, john@ryanweb.com (07/16)



32 – 39 Ford Transmission. All new (NOS Ford) internal parts (gears, shafts, bearings, etc.) and clutch release parts (shaft, fork and arm). Late 36 style gearset (all helical gears, 16 spline mainshaft for sliding gear) in a late pickup case (1946 top loader). With 35-38 clutch release arm (48-7511). No top, but can get one if needed. Will sell complete gearset without the case (i.e. if you want to install these gears in your case). Will not sell gears separately. John Ryan, john@ryanweb.com 301-469-7328. (6/16)



Red's Flathead Engine Stand. Steve Groves – 301-530-7411 before 9:00 pm. (06/16)



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)

Automart continued on next page

Automart continued from previous page

\$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. (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 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@cablefirst.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. ½" drive air impact wrench, \$10. ¾" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 (09/14)



1934 Parts: 40 year collection. 3x21 stud motors; 1 recored 33-34 radiator (never used); many 33-39 transmission gears (some NOS); 1 complete 33-35 transmission ready to use; 34 block motor mounts, door locks and ignition parts; generators; starters; water pumps; carbs; 34 oil pan; intake and exhaust manifolds; steel cylinder heads; NOS cams; new valves; crankshaft pulleys; 34 steering gear rebuild kit with new shaft and bearings; 34 and 40 brake drums and backing plates; 34 and 40 spindles;

distributor parts; many small rubber and metal parts; 34 Ford bolt collection for rebuilding a car.

Don Hill 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363 (updated 06/16)

Wanted

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



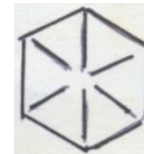
'39 Deluxe coupe. Some modifications but it must have a stock or 59A engine, floor shift and torque tube rear end preferably with a Columbia. Also the suspension must also be stock, the interior original with original woodgraining preferred. Modifications could include alternator, electronic ignition, 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)



8BA script head bolts – need eight (8) head bolts pictured below. Must be in excellent shape. **Steve Groves** – 301-530-7411 before 9:00 pm. (03/15)



For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 (12/14)



For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – Jeberly4@comcast.net (07/14)



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






NVRG Calendar



<u>July 2016</u>	
4	Wishing America a great big HAPPY BIRTHDAY! as we celebrate the <u>75th anniversary</u> of Independence Day becoming a Federal Holiday and the start of Bob Hope's devotion to our troops.
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Transmissions – John Ryan and Hank Dubois. Refreshments: Art Zimmerli
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 .
16	Silver Diner Cruise-In – Fair Oaks Silver Diner, 4-7 PM. Free meal for bringing your V-8 or other vintage car.
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
27-30	Early Ford V-8 Foundation's MotorFest 7 - Auburn, IN – with support of Regional Groups 56, 69, 141 and 169 from Ohio and Indiana. Click for more info.
<u>August 2016</u>	
6	Silver Diner Cruise-In – Fair Oaks Silver Diner, 4-7 PM. Free meal for bringing your V-8 or other vintage car.
8-11	Eastern National Meet , Gettysburg, PA. See page 15.
16	PLEASE NOTE NEW DATE!!! Membership Meeting – 7:00 pm – Nottaway Park – Program: Eastern National Meet in Review – bring your pix and stories to share. Refreshments: John Sweet
10	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>September 2016</u>	
5	Lions Club 17th Annual Labor Day Charity Car Show moves to City of Fairfax from Clifton.
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Suspension systems – Cliff Green and Dave Gunnarson. Refreshments: Dave Henderson
14	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 .
17	Drive-In Movie Night – feature film: <i>American Graffiti</i> . See page 13 for details.
27	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

<u>Down the Road</u>	
	<ul style="list-style-type: none"> ✚ October 4-8 – What else but Hershey? ✚ October 16-17 – NVRG Fall Memorial Tour to Graves Mountain Lodge ✚ December 9 – Holiday Gala at P.J. Skidoos

Celebrating 75 Years of the 1941 C11A DF



These highly modified 1941 Woodies were purpose-built by Ford of Canada for use by our soon-to-be British allies.



FIRST CLASS MAIL

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