

Northern
Virginia
Regional
Group



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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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November 2016

Ken Burns - Editor

A BUSY, BUSY MONTH!

Armed Forces Retirement Home Antique Automobile Muster

Adapted from an article by Jim (with an A) Gray published in the Ford Script



The AFRH Antique Auto Muster was held on October 2nd this year. With the closing of the Rock Creek Parkway for road reconstruction, the caravan to the Home was not nearly as easy for those of us from Virginia as it used to be.

Benny Leonard (driving his '30 coupe with his grandson Zach) and I met with Ken Burns (in his newly-restored Ford '41 Woodie) and Bill Simons (in his '49 Ford Woodie) of the Northern Virginia Regional Group (NVRG) of the Early Ford V-8 Club and drove through Washington D.C. on North Capitol Street. We came back by way of 16th Street to get back to Constitution and cross back across the river. Neither route was great; each worked, but we were continually separated by traffic and stoplights. We were joined at the show by Milford and Shuyan Sprecher in their great-looking '30 Town Sedan. *(also in attendance was one of NVRG's newer members, Gary Williams).*

At the Muster, the crowd favorite "Take-Apart-T" demonstration drew the attention of the crowd. Model A Club members Dick Javins and Tom Terko *(also belongs to the NCR)* and NVRG member Keith Randall took part in the assembly.

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Up Front with the President



November 2016

The month of October was a big month as many members attended the AACA Eastern Fall Meet, October 5-8 in Hershey, PA. We were strongly represented in the vendor and spectator categories. **Cliff Green** organized several lunch and dinner get togethers for the members where we could all convene to share our day's unique auto related finds and swap Hershey experiences. And yes, some of us camped out (the real men) while others, including me stayed in hotels. Cliff calls us the hotel weenies. Either way, we all enjoyed great weather, antique cars and comradeship with our members.

At our October membership meeting, **Dave Gunnarson** led the Hershey review and other members presented their meet experiences. Thanks to **Steve & Diane Groves** for providing the homemade goodies and refreshments for our meeting.



Diane's fabulous Halloween-themed refreshments.

Bill Simons presented the slate of nominees to the Board of Directors and by acclamation the membership approved the slate. Those agreeing to serve included **John Ryan, Wayne Chadderton, Dave Gunnarson, Keith Randall** and me.

By now, many of you should have in your possession the 2016 NVRG Membership Directory on which **Gay Harrington** worked long and hard for us. For those of you who do not live in the area, provisions have been made to mail you a copy. With our membership at over 155 imagine the many hours it took Gay to pull this off. Thanks again, Gay!

Cliff Green led a fantastic Memorial Fall Tour in mid-October to Syria, VA where we attended the last day of the Apple Festival and stayed for a night at the Graves Mountain Lodge. The weather was great (actually hot) and

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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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the wine tasting on the hotel deck overlooking the mountains in the distance was great fun. In fact, some of us reconvened after dinner to partake in some additional conversation and libation.

Dave Gunnarson who is on an extended business trip in Australia reports that our November meeting is all about Ford Tools. **Dave Westrate** has agreed to coordinate the program which will feature a presentation by **Dave Henderson**, a presentation on how Dave Gunnarson determined the correct tools for his truck, kindly given by **Cliff Green**, a talk by Dave Westrate on his Woodie tool display and a chance for any member in attendance to talk about tools they have or ask questions like a show-and-tell. Remember that our meeting will be on Wednesday, November 9.

Art Zimmerli has arranged a very interesting garage tour for the membership at **Black Wolf Automotive** in Woodbridge, VA on Saturday, November 12 at 10am. For those wishing to caravan, we will meet at our usual location at Fair Oaks Mall at 9am. After the garage tour we will enjoy lunch at Madigan's in Occoquan at 12:30pm.

Cliff Green is earnestly working to sell our 2017 NVRG annual calendar which always features members' cars for \$17 by mail or \$15 if you purchase directly from Cliff. This year's calendar, as Cliff stated in a recent email to the membership, "is a great issue and will help the club with the expenses for our 2017 Eastern National Meet."

Be forewarned that our award-winning **Valve Clatter** monthly publication whose editor, **Ken Burns** has relentlessly and professionally been at the helm since 2010, has agreed to be the editor for one more year. In December of 2017, Ken will be signing off. It is imperative that we seek and identify a new editor in time for a seamless transition. Please contact Ken or me if you are willing to serve as the next editor of this fine monthly publication.

If you plan to attend our holiday celebration on Friday, December 9th at P. J. Skidoos in Fairfax, please mail your check (payable to NVRG) with entrée and dessert choices **no later than Friday, November 25th** to:

Joe Freund
650 Springvale Road
Great Falls, VA 22066

If you have not registered for our 2017 Eastern National Meet (ENM), be sure to do so. Approximately 60 people have already registered for the meet. **Bill Simons, co-chair** of the ENM has already held several important planning meetings to initiate the many aspects of the multi-day event, some of which include the content of registration packets, hotel accommodations, lunch & dinner coordination, entertainment, tours & museums, car judging, parking and a myriad of other considerations to pull off a highly successful meet.

On November 11, our country will honor all the men and women who have served in the armed forces. I especially want to thank those members, spouses and their children who elected to put service to our country first.

Best Regards,

Joe



Walter Reed National Military Medical Center brought this mobile health clinic to the Home.

Although we only had about 45 cars this year, it seemed to me that the show was still greatly appreciated by the residents. I'd like to thank Benny and Zach for helping Ken, Bruce Metcalf and me do the appearance judging at the event. To underscore that this method works for selecting top cars from a disparate field of entrants, our three teams wound up with almost exactly the same selections for the several awards we judged for. The principal award was the Resident's Choice. This was followed by the top two picks of the staff, the Best Old Car, the best motorcycle and the Best Military Vehicle.



The AFRH grounds were still lush in early October.

This year's show included a military medical response display, resident-made arts and crafts sale, a small petting zoo, bourbon tasting, and a bake sale. Following the show was the annual Oktoberfest, with music, food trucks, and dancing.

At the conclusion of the awards ceremony, I had the pleasure of presenting our club's check to Sheldon Shorthouse, newly elected Chairman of the Resident Advisory Committee (who took office the day before our show), specifically designated for use in their "Morale, Welfare and Recreation" activities at the AFRH-W.

Thanks to AFRH-W Administrator, Shaun Servais; Chief, Resident Services Ron Kartz; and Lead Recreation Specialist Constance Maziel for making this

year's show happen. We hope to help you honor all your fine veteran AFRH-W residents in the future.

AFRH – And Now the Rest of the Story

By Ken Burns

Jim mentioned that we drove to the AFRH by going up North Capitol Street. It was a little more complicated than that. Our original plan was to head in on US 50, merge onto 66 and cross the Potomac. Once in DC we'd go up Constitution, turn onto Louisiana on Capitol Hill and join North Capitol at Union Station. Well, it didn't quite work that way. As we approached 9th Street we could see lots of blue lights and police cars ahead. Pennsylvania Ave and all streets leading to it were closed for event we didn't know about so we executed Plans B, C, D, etc., through K. At 7th Street we crossed the Mall to a left turn onto Jefferson, a right turn onto 3rd; then a left turn onto Independence and finally up Capitol Hill to 1st SE/NE where we passed between the Capitol on our left and the Supreme Court and Library of Congress on our right. 1st Street was also blocked so we turned right onto Maryland and wound our way through several Capitol Hill Streets until we could see Union Station and eventually worked our way over to Louisiana where we rejoined our original route plan. If you ever want to have lots of pictures taken of your car early on a Sunday morning just replicate our route. It seemed like everytime we stopped for a red light the locals (and lots of tourists) whipped out their cell phones, cameras and tablets to capture the sight of a couple of "lost" Woodies and Models As meandering through our Nation's Capital on a lazy Sunday morning.



The red lines represent our Plan A route!

HERSHEY 2016

The Adventures of Clem – Hershey Edition

By Clem Clement

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Off US 322 and heading in on Hersheypark Drive – I can smell the rust from here – there are treasures to be had ahead.



That's my turn up ahead – the anticipation mounts, my heart's racing.



About to enter the swap meet field I encounter a major delay. Jeez, hurry up already, I gotta get set up and be out finding treasures before they're all gone.



Benny Leonard saves Clem from incurring the wrath of Sandy.

I'm home at about 4 PM today (October 7th) tired and safe from the fields and perils (weather and the temptation to purchase treasures/beer/too much chow of Hershey, etc., ect. What a wonderful time with all! We sold most of our heavy stuff (certainly not a full price) and gave away many items and offered much hi quality advise. Our mission this year was MIGA (Make It Go Away!)

I'm truly heart broken to report that the Red Ball band has been disbanded. John Ryan and I made the trek past the polished and sleeping behemoths and little autos to the booth of the Red Ball, only to find the ball was not only not lit, but not up and not even there!!! We cautiously asked the young man at the Red Ball booth (I think he was Frank III) about the situation. He stated the band was disbanded. I was too heart broken to ask if Frank II was inside the camper there. (See my Hershey reports over the years about the story and importance of the band). The level of heartbreak is much higher than the loss of being able to tromp in the Hershey mud.

I'm still choked up about this Hershey loss. More later when I regain my composure.

Live from Hershey

Jim McDaniel - reporting live from Hershey

Beautiful day here in Hershey (October 5th). The folks are starting their afternoon return to the campsite with their treasures. Cliff is showing off a small "color-correct" (with his '40 Woodie) suitcase. Dinner tonight at the Penn Hotel.



Friday night at the auction Lorin Sorensen's '40 Woodie only got \$80,000 (expected range of \$100,000 to \$140,000).



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While You Were Away

By Sandy Clement

Alas another luncheon of the “lonely Hershey car widows” gathering at Brion’s has come to an end and we all headed home for one last look at our clean kitchens, floors freed of rusty car parts, and command of our remote controls before tomorrow brings back our grinning, unshaven, smelly husbands, and their stories of braving the elements, sleeping in tents, cars, or if they were one of the more refined gentlemen a hotel room. Graciously some with showers allowed the more primitive campers to use theirs so as not to be too offensive to those with whom they were dining. They will regale us with their skills at selling the good deals rusty parts they dragged with them. Eventually they will get around to explaining how the boxes of “new rusty parts were a “bargooooon” too good to pass up, careful to remind us how they were only thinking of us and how much they were saving by buying the somewhat larger pile of rust now residing in our garage, kitchen, den and wherever.

Lunch was great fun. Food was wonderful and we had no time restraints. We all shared reports received from our campers with up dates on the fun times they were having. We got to catch up on family news, grandchildren, summer trips, bargains we found and favorite shopping areas. There was big smiles as we heard the weather was good and there would be no unexpected early returns of campers. Like everything a little absence does make the heart grow fonder. We want you back with big smiles, lots of tales and will even be glad for the “projects” you now have to work on all winter to carry you through till next Hershey! We only ask that you hose off before you come into the house, put all greasy, oily finds in boxes and not down on our kitchen floors, tables or counters and clean the car before we next ride in it only to discover that our favorite, dress, blouse or pants are now grease stained. You don’t want to be the subject of our next “Hershey widows lunch!”



Photo provided by Sandra Green

The Hershey Widows

By Kathie Gray

On Thursday, October 6th, the Hershey Widows met at Brion’s Grille in Fairfax for a delightful buffet and chitchat. It was high noon and there were 10 of us: Helen Burns, Sara Freund, Sandy Clement, Sharon Leonard, Kathie Gray, Sandra Green, Liz Simons, Cindy Dubois, Norma Blum, and Char McDaniel.

First we compared notes about our men in tents, vans, and the ones roughing it in hotels. It sounded like the weather in Hershey was great and that Cruise Director Cliff Green was keeping everybody coordinated and well fed. He can’t keep everyone out of trouble, however; he’s not a miracle worker!

Next we moved on to important topics of the day: night sweats, My Pillow, cross country trips, Mt. Rushmore and idle vacuum cleaners. And that was only our end of the table. No, there was no mention of Clinton or Trump. After all, we were eating and didn’t want upset stomachs. The food was great, especially the chicken, and the desserts were delightful. The time flew by and we decided it was time to leave when they started flicking the lights. But we should do this again soon, because I didn’t even get to hear about Sandra and Cliff Green’s cruise!

All good things must come to an end. Some husbands returned Friday and others on Saturday. Fortunately, Ken Burns arrived home Friday because Saturday was his 50th wedding anniversary! Happy Anniversary, you two!!!

This article by recently joined NVRG member Milford Sprecher first appeared in the Model Club’s Ford Script.

Fifty Years of Hershey – A Love Affair

By Milford Sprecher

I went to Hershey for the first time in 1966 when I was fifteen years old. My best friend’s father had bought an old Reo Flying Cloud to restore and they started taking me because of my love of old cars.

Hershey was love at first sight: the restored cars and the flea market, most of which was on the grass. We would go up on Saturday and as I recall, the flea market was quite active on Saturday, very different from today. Much of the judging for the show cars was inside the stadium. Planes were flying from the airfield up on the hill and there was a calliope that blasted all day long and drove me crazy. It was there for many years.

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Swap meet 1966. Not a table in sight! Aren't we glad that much of the stuff we seek is now displayed on tables? I know my knees are thankful. Ed.

I continued to go to Hershey in subsequent years. We got to know people who were flea market vendors and a few of the owners who brought their cars. Some years it rained and the fields were mud holes. We walked through the fields on snow fences laying down over the grass and used ropes to help us climb some of the slippery fields. At least one year there was so much rain that there was a river running through the flea market. We typically parked in downtown and walked to the fields from there.



Another view of the 1966 swap meet field.

There was a time when the flea market started to fill with many non-automotive items. As I recall, AACA cracked down on that so that it would remain an antique car-focused market.



I bought my first Model A when I was in high school, but I had little parental support for such an undertaking, few funds and very little mechanical, or Model A knowledge. Storage for the car was a problem and when I went off to college, I sold the car.

I went to Hershey a few times when I was in college, but my life was changing and I had little time or spare cash for such endeavors. I did come close to buying a '29 pickup that was still a daily driver for the owner around the time of the gas crisis, but he decided not to sell at the last minute. I picked up a '47 Chevy Woodie, as well, that I never intended to keep, but to sell to make a little extra money. That I did, but am astonished at the prices those cars go for today. If only.... I also had a '54 Ford F250 for a number of years, but no garage and no time or money caused me to let that one go, too, but my old car interest remained, if in hibernation.

I returned to Hershey for the first time in a long time within the last ten years, as family obligations subsided when my children went off to college. I wanted to buy an antique car and wanted to get back into the hobby.

Upon returning, I was surprised to find that the Saturday flea market was something of the past and that the flea market areas were paved. I always enjoyed the car show on Saturday and still make it a point to go to the show and to take one of my cars when I can. I think that show needs as many Model As as we can get there.

Work keeps me from going for more than two days. I had planned to go early this year, but work intervened. I had planned to drive one of my cars, but was not sure which one to take and when I finally looked at the registration, the deadline had passed. A call to AACA confirmed what the registration stated: no late registrations.

I am never organized enough to have a list of everything I am looking for at Hershey. I have bought a few items, but this year I only spent \$14, which was spent on an oil can and a socket for adjusting Model A brakes. I have a wrench already, but thought that the socket might come in handy.

I enjoy the car corral and as much of the flea market as I can manage to get through. This year I walked 5 miles on Friday, for essentially the afternoon only. I managed to make the whole car corral and went to the show on Saturday, in spite of the drizzle.

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All wrapped up and protected from the drizzle.

There is a lot about Hershey to annoy: the \$15 parking fee, the scooters that are everywhere, the many empty flea market spaces you need to walk past and the crowds at the show on Saturday that make it difficult to take photos of the cars, but to my mind, it is still the greatest show on earth. I would not miss it. The flea market is full of treasures and the car corral has lots of interesting cars for sale. This year there was an old Packard with a \$495,000 price tag. The show on Saturday had lots of great cars and trucks. Among the favorites were two huge old Mack dump trucks.

Hershey 2016 - Making Memories



By Ken Burns – Pictures by Ken Burns, Cliff Green, Dave Gunnarson, and Milford Sprecher

If you missed our October Membership Meeting here are a few pictures of Hershey 2016. Dave Gunnarson came prepared with a killer PowerPoint show titled as above. He truly captured the very essence of the Hershey experience – memories we make while there. The hunt for that elusive part; finding the NOS version of a used part you bought last year for twice the price that some guy is asking

for the NOS part this year; sharing food, drink and fellowship with NVRG members; seeing some of the same cars/parts/piles of rust year after year; being amazed by the ingenuity of folks and gawking at some of the things (and characters) that show up.



Wednesday, October 5th, 8:00 AM. Camp Hershey is set up and we're just about ready to hit the fields for our 2016 adventure.



It's shorts weather!



First stop is the Early Ford V-8 Foundation's space where they had two trailers full of NOS parts for sale.



John Ryan and Ken Burns among the treasures.

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NOS service replacement radiator hoses at the Foundation space had yellow script, the Firestone "F" and the correct Signode hose clamps (trust me the red Signode tab is there even if it isn't visible in this picture). Cliff and I had never seen yellow script used before.



Clem doesn't know what it is but he knows he wants it. See Sandy Clem's article on page 6 if you really want to know why he wants it!



Annual Sighting of the Crazy Dude! "My parents said I could be anything so I became an...."



This guy seems to bring back the same rusty pile of stuff year after year but he must be making money because he keeps coming back.



A rust-free Model A Tudor body and original seats looking for a new home and maybe...



some fenders to go with it.



Hagerty Insurance completed another "Swap to Steer" 4 day challenge this year by resurrecting a Model A Fordor at Hershey with parts sourced at the swap meet and then driving it home to Travers City, MI (well part of the way, at least).

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You knew you were going to see some Woodies, right? Here's a 1933 with an asking price of \$65,000.



And a '38 similar to the ones my parents had when I was born.



This '40 Woodie on display before the auction was previously owned by noted Ford author/authority Lorin Sorensen.



Note that Garwood makes wood for 1940 and 1942 to 1948 Fords but the 1941 is a completely different beast.



Ah, Happy Hour at the Flathead Grille located in the cozy confines of Camp Hershey where we share our stories and show off our newly acquired treasures,



Dinner at the Penn Hotel Sports and Raw Bar on Wednesday – Jim Gray and Milford Sprecher are not shown in this shot.



We checked out the auction tent. That's a 1934 Packard Super Eight limo converted into a Woodie Hunting Car behind us.



The inside of the Packard Woodie.

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A delicious hot breakfast is served up every morning at the Flathead Grille by our in-house Chef Dave Gunnarson. Omelets made to order, juice, sausage and freshly brewed French Press coffee on Thursday and French Toast, bacon, juice and coffee on Thursday fueled us for the day ahead.



Everyone talked about and took pictures lots of pictures of this stunning '40 Continental Cabriolet.



The interior is just as beautiful as the exterior.



What do you know? Maybe it's the "Hot Rod Lincoln" Chuck Berry sang about. Check out the Signode red tabs!



A sharp looking '53 Sunliner on a swap meet space.



This very original 1935 Phaeton was thoroughly checked out and photographed by 1936 National Advisor Don Rogers. Asking price was \$25,000.



This 1936 Hump Back Convertible Sedan had a detailed and interesting history. All original Henry sheet metal but the interior had heavy fire damage. Asking price \$14,500.



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Another open Ford four door – this time a nicely executed “old skool” 1928 Flathead V-8 powered Phaeton.



A couple of nice 1951 Victorias were spotted in the Car Coral.



This one had overdrive, chromed front fender splash shields, accessory wheel trim rings and a Continental Tire kit. Asking price was \$28,000 OBO.



Much more mundane was this clean 1953 Ford Ranch Wagon.



This 1936 Ford DeLuxe Pickup was sold at auction in Carlisle by former NVRG member Dennis Murphy. Asking price now: \$33,500.



We filled up two tables at Dukes for dinner on Thursday night.



This 1941 Lincoln Zephyr Limo was converted into an ambulance during WWII. Only 295 LZ Limousines were built in 1941 and this is probably the only ambulance conversion still in existence.



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This very art deco hood emblem graces the 1942 fords.

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See Milford Sprecher's story to see why he took this picture.



The new generation while the cars were being judged on Saturday.

Wagon), Ken & Helen Burns ('41 Station Wagon), Keith & Susan Randall ('36 Cabriolet), Bill & Liz Simons ('49 Convertible), Jim & Char McDaniel ('51 Sheriff's Cruiser) with honored UK guests, Colin Spong and John Milburn riding "shotgun" with him. Driving Modern were Dave & Barbara Westrate, Joe & Sarah Freund, Hank & Bea Amster, Art Zimmerli with daughter Sue, her son Evan, and Sue's In-Laws, Michael & Tonda Matelski, and Bill Potter & friend Karen.

The caravan proceeded out I-66 in perfect weather to the Sheetz on Rte 29 in Warrenton.



A comfort stop in Warrenton was much appreciated.

After a brief stop, with the warm sun at their backs, the stalwart group headed out on Rte 211 toward Sperryville. It should be noted that the scenic Autumn colors were not quite fully out yet but did feature a display here and there of crimson maples and some oaks already dressed in their rich red and gold plumes. Proceeding farther west past Amissville, there are beautiful mountain vistas with the ones farthest away delineated in 3D with increasingly darker shades. Virginia Rte 211 is a four-lane divided highway but has a well-enforced 55 MPH speed limit. It's perfect for senior V-8 automobile cruising - rocket powered cars and motorcycles can pass you in the left lane at whatever speed they choose. By the time you reach Sperryville, you become a bit more relaxed to prepare you for the real treat of Rte 231, which is more of a country lane than a highway - replete with farm equipment and animals in the field, crops waiting to be turned under and some of the most picturesque Madison County scenery we've ever seen.

Mary & I were supposed to meet up with the caravan in Sperryville but we got a late start with some last minute maintenance items on our '51 Victoria. By the time we reached Sperryville, the caravan had already departed so, after a brief stop to purchase apples from Lester the WW2 Vet (yes, he's still there) we proceeded down Rte 231 towards Graves Mountain Lodge. Tour continued on next page

2016 FALL MEMORIAL TOUR

Graves Mountain Lodge (revisited)

By Al Edwards

For over 150 years, five generations of the Graves family have been innkeepers in the shadow of the Blue Ridge Mountains near the tiny unincorporated community of Syria, Va. Today, the current owner, Jimmy Graves, whose uncle picked the name "Syria" out of the Bible, and the sixth generation, represented by sons Lucky and Lynn, carry on the family tradition.

Our members visited this magic, "stuck in time" place once before when we went there on our Annual Fall Tour in October of 2011. I was therefore delighted when Cliff Green emailed a heads-up about the club's intentions to have a return visit this fall.

This year, Wagon Master Cliff Green arranged for us to visit Cibola Farms on the return leg. So, with all the plans made, the October 2016 tour got underway at the Fair Oaks Mall in perfect weather. V-8 rides included: Cliff & Sandra Green '40 Station

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We had been experiencing heating problems with the Victoria for quite some time with various “fixes” that didn’t seem to really correct anything. The trip from Front Royal involves a climb up over Chester Gap, a road that certainly must have vexed the settlers. I was keeping my eye on the temp gauge all the way up – as the V-8 lugged down toward the top, it pegged on the hot side and stayed there. I was quite concerned that the problem had not left us and all it took to unmask it was a little mountain climbing.

Well, on the downhill side, I relaxed and let the Ford-O-Matic V-8 coast down the mountain. The temp gauge came off the peg about two needle widths and I breathed a sigh of relief. When we reached Sperryville, I got out my digital thermometer and scoped the thermostat housings on both sides at 178°. The engine heads were about 190°, radiator 168° at the top. Since I’m running 180° thermostats, everything appeared to be quite normal (Whew).

We proceeded down Rte 231 towards Graves Mountain, with more confidence than we’ve had for a long time that we were not going to be a side-of-the-road casualty waiting for a boiled-over engine to cool off. We thoroughly enjoyed the rest of the trip down Rte 231. The vistas are so calming, one can feel the senses dial down as you enter a different dimension of “old time”. When we turned on Rte 670 for the final short leg through Syria, however, we were treated to about a half mile backup of folks apparently waiting to get into the Apple Harvest Festival. There was still plenty of local scenery to watch so we didn’t let it disturb us. Even Apple harvest Festivals have traffic jams.

Despite the delay, we arrived in time to get parked & checked in and join our fellow NVRGers for an excellent country style lunch of fried chicken, ham, vegetables, Corn Soufflé (I took the caramel stuff off the top – YUM) beans, stewed tomatoes, pasta salad, country rolls with honey and a nice desert. You can go back through as many times as you want – which I did for some of the items I liked best (I was in good company with lots of us going for seconds). I had memories of that fried chicken from when we were there five years ago. It had not changed and I found myself back in fried chicken heaven along with our fellow V8-ers.

After this delicious lunch we all proceeded up the hill to our accommodations at the Ridgecrest, a

long, two-story 1940’s style Motel with rooms on upper and lower levels facing out over the valley. It turns out we were on the lower level (Room 120) on the previous trip. This time we had Room 220 on the upper level directly above. There’s a nice, wide, wooden boardwalk/balcony that fronts all the upper rooms. Good for sittin’. We liked the second level best.

The air was cool and fresh – as only it can be in the mountains - and the views of the valley below and across to Graves Mountain on the other side were idyllic. We could faintly hear the sound of bluegrass music echoing from the last throes of the festival below. Some of our group even made it down to in time to partake of the festival.



Lined up like a bunch crows sitting on a telephone wire.

I had thought about bringing out the rocking chair that was in our room and sitting there and just drifting off a bit; however, once everyone was comfortably in their rooms, out came the chairs and a few tables and the group gathered in front for some shared tastes of the wine that Cliff reminded us to be sure to bring. There was quite an eclectic variety of reds and whites and even some long neck bottles of beer, some non-alcoholic beverages, and lots of spirited chatter. Yes, we had fully arrived and settled in to real enjoyment of the Graves Mountain Lodge experience... and each other.



Let the fun begin.

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Art Zimmerli's grandson, Evan Matelski, took this group picture.

With our brief happy hour at an end, the group made its way back down the mountain for the 6:30 PM dinner at the long tables in the Lodge. More chicken and ham, more country vegetables, another great desert of ice cream and cake.



The entire group at dinner on Sunday.

After this sumptuous dinner, we all went downstairs to the large meeting room where Cliff Green entertained us with his extensive library of slides from many previous notable NVRG events. Lots of oohs and ahhs as people recognized pictures of themselves and friends at previous events.

All this eating and sitting and watching seemed to have everyone tuckered out and we all drifted back up the mountain to our quarters. The country air beckoned us to sleep, although a few hearty souls were seen having a conversation and nightcap on the balcony. It was amazing how clear my sinuses were up there. It would be nice if we could bottle the air and bring it back home. We slept peacefully and way covered up against the lower evening temps.

We awakened to a very sunny but chilly Graves Mountain Monday morning. The dew had settled heavily on all the V8's except for that crafty Keith Randall, who had placed a car cover over his '36 Cabriolet the night before. (Remind me to haul out that car cover I bought years ago and have never used that is tucked away somewhere in the bowels

of my garage.) The best we could do on our '51 Victoria was get out the waterblade and paper towels and go completely over the car. Others had set out to do the same and the blade was passed around to good effect.



Ken Burns' Woodie glistens with dew as the sun comes up.

Breakfast was served at 8:30, this time with table service on the long, covered porch. All the things one could hope for in a country breakfast - scrambled eggs, bacon, pancakes, biscuits with honey, toast, some great country oatmeal, juice and coffee. Having stuffed ourselves again, we checked out and drove our '51 back up the mountain to load up for the trip home.

Wagon Master Cliff had the V-8's lined up at 09:45 for departure to our next stop; Virginia Bison Producers [Cibola Farms](#).



Ready to hit the road: the McDaniel's '51 Cruiser, the Burns' '41 Woodie, the Edwards' '51 Victoria, the Simons' '49 Convertible, the Randall's '36 Cabriolet and the Green's '40 Woodie.

Cliff took us cross-country on back roads and byways to get there, a short distance off Rte 522 outside of Culpepper. Cliff had spent time to personally travel and preview the route planned for the trip so he knew the turns for each leg.

We entered the Cibola Buffalo Farm and were treated to an introductory talk by co-owners Rob Ferguson and Mike Sipes. They told us some of the history of the Farm and how their carefully managed buffalo herd has grown to some 300-plus head.

Tour continued on next page

Tour continued from previous page

Mike explained that we would be taken out through the pastures on a hay ride behind a tractor. He also explained that the terms bison and buffalo were synonymous, and shared some of the psychology of managing these animals in a highly sustainable way from birth to slaughter. The nearby corral is an example – it is almost perfectly round. Bison don't like square corners and instinctively want to herd in a circular fashion. As Mike was talking, it became very apparent that raising bison is much more complicated and takes more knowledge and animal tact than raising milk cows.

Then we took off on our hay ride, sitting back-to-back on real hay bales on the trailer. We proceeded out through some empty pastures, past fences where the buffalo were on the other side, and then suddenly we entered a large, fenced pasture right in the midst of a herd of buffalo – maybe 100 or so - of all shapes and sizes.



As Mike got out of his enclosed-cab tractor, he came around to the side to address our group and casually turned his back on some of the larger bulls and cows with babies nearby as he was telling us about the herd. They ambled over to surround him and the trailer on which we were riding. One of the medium-sized bulls moved over to the side I was on and parked himself within 15 feet of where I was sitting. He stood, looking straight at me while contentedly munching on some hay. Mike continued to talk and the critters seemed to like the sound of his voice. Major contentment. I felt stupid because I was initially quite concerned about how close we were. But the animals were very relaxed and seemed only to be curious. I realized I was apparently the only one in our group (including the buffalo) who may have had a problem. As Mike continued to talk, with buffalo now within 15 feet of his back, I realized that the herd was exhibiting none of the primitive behavior that might cause it to

stampede or attack someone. In a short time, I became as relaxed as the buffalo and we all enjoyed each other's company. We were in the company of a genuine Buffalo Whisperer! They liked this guy!

As we were trailered back up to the Trading Post Store, we could see some of the 500 or so acres that make up the farm. Raising buffalo is an enormous undertaking. Everything is large scale – fenced areas that will contain an entire herd of cows are no match for buffalo. A two-thousand pound bull can jump over a 6 Foot fence and make mincemeat out of the average enclosure. Phone calls from neighbors about buffalo wandering loose can apparently ruin the entire day (or night).

Mike deposited us back at the starting point where we got off and stretched our legs and were encouraged to browse in the Trading Post Store and perhaps bring home some delicious cuts of free range pork or buffalo. We took home some Skirt Steaks and some Strip Loins, along with Buffalo Sausage. The store offers inexpensive solid frozen blocks to put in with the frozen meat. You can also buy an insulated bag so everything is still frozen when you arrive home. When you get home, you can put the blocks in your freezer with the other 87,349,822 blocks you have accumulated in there. (Clem's numbering system).

We thanked the folks that operate Cibola Farms with a round of applause and appreciation. Wagon Master Cliff then reassembled the V8'ers and their bags of frozen goodies - and, minus our '51 Victoria, the group departed for a sumptuous lunch at the Black Bear Bistro & Brick Oven in Warrenton and then on home.

Mary & I went back down 522 to a stop in Sperryville for another check of the engine. It had gotten quite warm in the afternoon so I again checked the engine temperatures with my trusty Centec digital thermometer, (which I will never again travel without). Everything was still perfect. 178° at the thermostat housings and 190° on the heads. We were finally convinced our little Ford was now trustworthy enough to go on cruises with our NVRG friends without us being a side-of-the-road burden to anyone. We celebrated with a very good Italian sub sandwich and a cup of iced Sumatra coffee at the Creekside Bakery and Deli in Sperryville, ready to cross Chester Gap with confidence on our return leg back to Front Royal.

This was an extremely well planned and thought

Tour continued on next page

Tour continued from previous page out trip and we owe great thanks to Cliff and anyone else who helped in the planning for the efforts in putting it together. It was especially meaningful to us because it was the first time we were really able to leave our modern car home and travel as one of our fellow V8'ers.

A Little Teaser for Next Month

By Ken Burns

If you own a Shoebox Ford it's vitally important to read Jim McDaniel's write-up in next month's *Valve Clatter*. It could save your life!



Warrenton, VA, Monday October, 17th. What are Jim and Cliff looking at under the hood?



The SAS "[Blitz Buggy](#)" (decapitated 11A-CDF) had a short but illustrious career before being destroyed by an Italian [CR42](#) fighter in North Africa in 1942.



Noted British race car engineer John [Crosthwaite](#) bought this Canadian-built Officers Staff Wagon war surplus Woodie. Shown above, it's stuck in a mud hole in Greece during a trip across Europe in 1949. Crossing into France, Crosthwaite and his friend drove the Woodie through Italy, Greece (encountering civil war, bandits and the mine hole), Turkey, Syria, Iraq before the Woodie finally gave up the ghost in Ahwaz, Iran.

CELEBRATING 75 YEARS OF THE 1941 FORDS

A Few 1941s that Didn't Survive

By Ken Burns

Ford built three types of passenger cars specifically modified for military service: Fordor Staff cars, a modified Station Wagon called the Officers Staff Wagon and the 11A-CDF built for combat duty (mainly in North Africa). As you can imagine, military service took its toll on many 1941 Fords.



This US Navy staff car was destroyed by the Japanese attack on Pearl Harbor.



A civilian 1941 Woodie that didn't make it appears to have some sort of logo on the driver's door.



Didn't survive continued on next page

This '41 Ford was crushed by a 75' cypress tree brought down by Santa Ana winds in Palms, CA in 1955.

Didn't survive continued from previous page



Check out the "U" dent in the front bumper.



Advice: Keep the rubber side down.



This '41 Mercury may have been resurrected but I doubt it would have been worth the expense and effort.



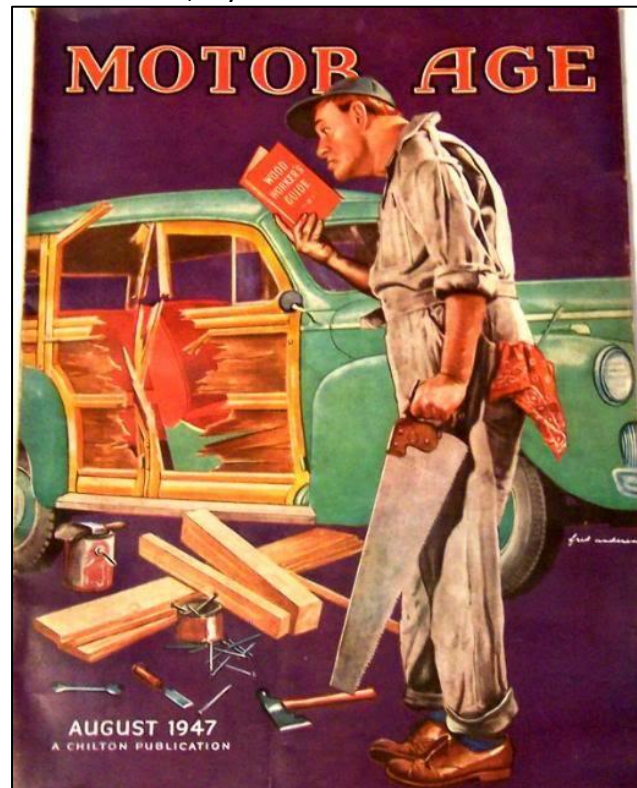
This Convertible probably was repaired and back on the road because the damage appears to be slight and the car fairly new.



It's doubtful that this Convertible was repaired.



Who Knows; maybe this '41 Continental was restored.



Even magazine publishers took a hand in trying to destroy a '41 Woody!

YOUR 2017 DUES ARE DUE!!!



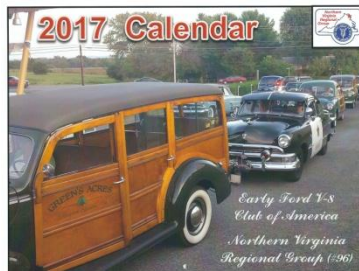
**NVRG 2017 dues are payable by December 31st
A great bargain - still only \$15 per year!**

It's easy to renew:

- ✚ Send a check made out to "NVRG" to Gay Harrington, Membership Chair, 3080 N. Quincy Street, Arlington, VA 22207 or...
- ✚ Pay her at our November meeting or...
- ✚ Hand her your check/money at our Holiday Gala.
- ✚ **Reminder – late renewal:** if renewing after December 31st please add \$5 for late renewal.

Let Gay know if you need to update your membership roster information, i.e. address, email, phone, cell, etc. Also changes in the cars you own. Remember – you must also be current on your National membership dues.

2017 NVRG CALENDARS



2017 NVRG Calendars are now available! This is our 12th consecutive calendar and once again we present 12 completely new calendar cars owned by NVRG members. Great for Christmas gifts or for your very own man cave. Calendars will be available for pick at our November monthly meeting or Holiday Gala (if they last that long). See Cliff Green at the meeting, Gala or, order a calendar today by email, mail or phone from Cliff:

- ✚ cliffgreen@cox.net
- ✚ 6214 Militia Ct
- ✚ Fairfax Station, VA 22039
- ✚ 703-426-2662

If paying by check make the check payable to "NVRG."

The calendars still cost only \$15 (you pick up) or 1 @ \$17 or 2 @ \$18 (by mail).

Call Cliff for postage fee if you're ordering more than 2 calendars.

You are cordially invited to attend the

2016 NVRG HOLIDAY GALA

Friday, December 9, 2016

at

P. J. Skidoos

9908 Fairfax Boulevard., Fairfax, Virginia

Our celebration begins with cocktails at 6 pm (cash bar)

Menu Selections

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

Filet Mignon with mushroom peppercorn sauce, red potatoes, & green beans - \$31 per person

Fresh broiled Salmon, lemon butter or honey Dijon Glaze, red potatoes, & green beans - \$25 per person

Grilled lemon chicken breast with rice pilaf & green beans - \$22 per person

Dessert: Chocolate Mousse or Sherbet

Please mail your check (payable to NVRG) with entrée and dessert choices not later than Friday, November 25th to:

Joe Freund
650 Springvale Road
Great Falls, VA 22066

We look forward to seeing you there with wrapped gifts for the traditional gift exchange.

Don't forget items that the spouses will enjoy!

Northern Virginia Regional Group Automart



Vehicles For Sale

1936 FORD 5 Window Coupe. Same owner past 55 years; last 20 in covered, dry storage. 21 stud LB engine rebuilt in 1985. Extra running '36 engine. \$26,000 OBO. Located in PA. **Mike Gall** 814-619-8193 (11/16)



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)



1948 Mercury 4-door Sedan. Rebuilt flathead V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinishing. \$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

1953 Lincoln Capri Convertible and Coupe – lots of parts. Call for more info. **Mike Gall** 814-619-8193 (11/16)



Misc Lincoln Parts. Ford script Metalbestos 24 stud head gaskets, \$25/pr.; '41 Continental horns, nice, \$150. May fit other years too; Pair of bumper tips and 2 guards for front, re-plateable, all \$25; '48 Merc owners manual, \$12; Vintage PYRO plastic '48 Lincoln Continental model kit, NIB, \$8. **Dave Henderson**, 703-938-8954 (9/16)



Antique Farmall Cub Tractor. includes following implements: Belly Mower; Single Blade Moldboard Plow; Front Snowplow; Sickle bar mower. Has working hydraulic lift and PTO. Runs nice – needs paint & tires. Would make a great tractor for parades, etc. The implements need to be cleaned and serviced in order to make them operable. Asking \$1950.00 – contact me for pics and more



info. **Al Edwards** Front Royal, VA, 703-408-8372, AlFromVA@aol.com (11/16)



Four 1952 F-1 hubcaps. Fair condition, stainless good, minor dents, rust inside. Believe they are also correct for '48-54 pickups. \$25 for all four. **Pair of 1949-51 three-rib fender skirts.** Very good condition. Freshly painted gloss black and on my '51 until mid-1990s. \$100 for set. **1949-50 chrome fog light set.** Reproduction. Never installed or used. New condition, no blemishes. Includes set of clear and amber 6-V sealed beam fog lights, wiring, switch and bracket, and instructions. \$125. **"Universal" Turn Signal & Hazard Warning Switch.** Chrome, heavy duty, 7-wire harness, 2 green pilot lights for turn, 1 red pilot light for hazard. In-line fuse and installation instructions. Bought for my '52 F-1. NIB, never installed. \$20. Photos upon request. **Jim McDaniel**, 174shark4@gmail.com (C) 202-409-4459 (8/16)



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

Automart continued on next page

Automart continued from previous page

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)



1953 Ford Parts: 1953 Ford Parts: Hood (no dents) \$150, Rear Bumper \$40, Starter \$50, Two Generators \$40 ea., Misc. SS Body Trim \$15, WSWasher Glass Bottle & Brkt. \$50, R&L OS Door Handles \$20 ea, Two tail lights complete \$25 ea., Front Brake linings (new) \$20, Fan and Brkt. \$30, Two fuel pumps \$15 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 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)



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

13 Tooth Main Gear Head that drives the distributor used only in 1954 and 1955 Y-Block engines. Need just the end of shaft Gear with 13 teeth or the complete distributor. **Leo Cummings** cell: 571-212-7747 (C) or rpmlhc@aol.com (09/16)



DC 1932 license plate. Any condition. Looking for a "wall hanger" to complete a mine project for my wall. **Jim Rodda**. jrodda1932@gmail.com (8/16)



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)



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>November 2016</u>	
9	PLEASE NOTE NEW DATE!!! Membership Meeting – 7:00 pm – Nottaway Park – Program: Ford Tools – Dave Henderson – Refreshments: Jim La Baugh
9	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 .
12	Garage Tour to Black Wolf Automotive Specialties – located in Woodbridge 10:00; followed by lunch 12:30 at Madigan's Waterfront in Occoquan. Meet at Fair Oaks Mall at 9:00 if you want to caravan down. Questions? Contact Art Zimmerli viewtown@cox.net
24	Happy Thanksgiving
29	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>December 2016</u>	
9	Holiday Gala at P.J. Skidoo's in Fairfax. Festivities begin at 6:00 PM with a social hour followed by dinner and the traditional gift exchange. Don't forget to bring gift that our spouses will enjoy. Nota bene – this year's Gala is being held on a Friday. See page 20 for more info.
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 .
25	MERRY CHRISTMAS
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>January 2017</u>	
1	HAPPY NEW YEAR
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ford Parts & Maintenance Manuals – TBD – Refreshments: TBD
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 .
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.
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<u>Down the Road</u>	
	<p style="text-align: center;"><i>Our Partial 2017 Tentative Calendar</i></p> <ul style="list-style-type: none"> + April – NVRG Annual Poker Run + May – NVRG/City of Fairfax Antique Car Show + June 7-11 NVRG Hosts the 2017 Eastern Nation Meet + June 13 – Ice Cream Social + August 26 – NVRG Annual Picnic at the Freund's + September – NVRG Annual Drive-In Movie Night + October – NVRG Annual Fall Tour

Celebrating 75 Years of the 1941 Lincoln Zephyr



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

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