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Value Blatter

Early Ford V-8 Club of America



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Ken Burns - Editor

Hershey 2017

Can You Believe the Phenomenal Weather?



Camp Hershey residents Joe Freund, Cliff Green, Bill Selley, Chris Burns, Ken Burns, Bill Potter, John Ryan, Dave Gunnarson. Bruce Metcalf, Russell Green and Milford Sprecher enjoying Happy Hour at the Flathead Grille. As you can see it was definitely "shorts weather."

Hershey Musings

By Cliff Green

After some 47 years going to the AACA Fall Flea Market in Hershey, PA, I think that I have seen most everything. Every year, but one, has been spent in a tent! (Whoops, one night in the back of the Woodie also!). The original thought was to spend the motel money on car parts and the tradition just carried on. I have seen rain and snow, frost and hail, unbelievable mud and hard asphalt. Once there was an active airport and a Gold Field.

Hershey continued on page 3

Up Front with the President



November 2017

As many of you may know, I've been dealing with family matters since Memorial Day weekend, going back-and-forth between Sarasota, Florida and Virginia. The Hershey Fall Meet was a huge break for me to be with friends and enjoy time searching for must-have automobile parts and antique toys. It was my first year to camp out at the infamous Hershey Valley campsite that **Cliff Green** and **Bill Selley** have secured for club members for many years. Our afternoon libation festivities with lots of conversation and superb breakfasts prepared and cooked by the **Honorable Chef Dave Gunnarson** were not to be missed. This year **Ken Burns'** son Chris, **Cliff Green's** son Russell (also a member), and **Nick Arrington's** son, Jesse (also a member), joined us, making it even more memorable. No longer can Cliff Green call me a "hotel puke," now that I'm a camper. However, I did stay in a hotel with friends from New York and Connecticut the last two nights. You must admit, there's nothing like a hot shower and a comfortable bed.



Several people described Joe's tent as a hot dog bun and Joe as the Hot Dog. *Editor*

Our last event of the year will be the club's Holiday Gala at PJ Skidoos on Saturday, December 9. I look forward to seeing many of you as we will celebrate our Club's 40th Anniversary and honor the following charter members who had the foresight to form the club and dedication to keep it going strong, now with a membership of over 150 - **Hank Amster**, **Nick Arrington**, **Mike Gall**, **Cliff Green**, **Cliff Hardin**, and **Bill Selley**. Thanks gentlemen!

Best Regards,

Joe

2017 NVRG Officers & Terms	2017 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 (2017-18)	Programs Member – John Sweet
Secretary – John Ryan (2017-18)	Webmaster – Cliff Green (2016-17)	Tours Chair – Hank Dubois
Treasurer – Wayne Chadderton (2017-18)	Valve Clatter – Ken Burns (2016-17)	Tour Member – Art Zimmerli
	Sunshine – Keith Randall (2017-18)	Property & Refreshment – Mark Luposello
	Past President – Jim McDaniel (2016-17)	At Large – Andy Koerner
		At-Large – Jim LaBaugh

Hershey continued from front page

We ate at the Penn Hotel (local bar) every year except when the Health Department closed it down and one year for the flood. The ownership has changed four times!



The owners of the Penn Hotel may have changed but the shuffle board is still the same. Chris Burns listens as John Ryan shares something with Ken Burns. Further down the table are Keith Randall, Hank Dubois, Dean Larson (hidden) Mark Luposell, Al Luposello (hidden) Joe Freund, David Blum, Bill Selley, Don Lombard, Bill Simons, Frank Miller and Dave Gunnarson.

Now I witness the aging of the both the fans and the vendors. There are more electric carts than ever. Looking around at times, I think that the average age of the crowd is 75! I see the same stuff (treasures) year after year.



Maybe this isn't really the same stuff year after year across the aisle from Dennis Carpenter but it sure looks like it to many of us.

I am no longer seeking parts for the '40 Ford Woodie, as there is nothing that I need that cannot be brought to the door by UPS. I do not collect literature or Ford artifacts any more – I am selling stuff.

It is getting harder to walk on the asphalt now and combined with the heat, we quit earlier for lunch at the Hershey Center and sooner for the Flathead Grille Happy Hour.



Chris Burns, Bill Simons, David Blum Keith Randall, Bill Selley, Hank Dubois and Ken Burns take a break in the Chocolate World Food Court.

I especially dislike the rows of parked cars that take up vendor space – waste of energy to walk past. I bet 1/3 of the spaces are taken up with parking!

There are always sights to see at Hershey that you would see nowhere else. I was fascinated with "The Tin Man" and some of the barn finds, huge Car Corral and the Dunkin Donut stand, a 23 window VW bus for \$80K and for some, the \$6 shower!



Lots of us marveled at the Tin Man metal sculpture.



If you thought Woodies were expensive you should see what a 23 Window VW Bus costs these days!

I was in need of a good voltage regulator that would produce more than 7 Volts. I had several from different sources that would only give 6.7. There was a vendor who had a carton full of 6V positive ground made in USA. I took two to the woman collecting the money and asked the price: \$3. I asked again to make sure: Yup, \$3. I had struck the Mother Lode!! I bought four. Should have bought the whole stock to sell on Ebay!

And of course, there is the chance to bump into old friends and learn news of those who could not make it. Mike Lauren of CT won the \$2,000 grand prize at the ENM and split it with his grandson on the spot. I learned that he had a stroke and died (He drove the '48 Sportsman).



Mike with grandson Andrew at our 2017 Eastern National Meet were all smiles after splitting the \$2,000 raffle prize. RIP Mike.

The highlight of the week is the social hour at the Flathead Grille. Campers straggle in with their goodies and the stories commence. Shoes come off and relaxing begins – soon to be off to the Penn Hotel or Duke’s Restaurant.



Two beers and a laptop!

As usual, Chief Gunnarson cooks up breakfast every morning. We had two guests this year: Chris, son of Ken Burns and my son Russell.



Tuesday night the temp was cool and progressively got warmer every night – in fact it got hot! It was shorts and sun screen every day. We did have a sprinkle Thursday night, but we were examining the auction cars under the tent at the Hershey Lodge and it was over.

I think that Hershey will shrink because the vendors are getting older and it is chore to load and unload the stuff with fewer sales. Fewer cars are being restored – more are for sale. It will no longer be worth it. Will I succumb to the inevitable?

Hershey 2017

By Dick Johns

It had been essentially 40 years since I attended the AACA Hershey Flea Market and Show, so I’ve been asked to share a few thoughts. It all started with Clem Clement, Benny Leonard and Jim Gray talking and talking about them going again this year and that Jim would be okay with splitting a hotel room with me. The plan was go to up Tuesday early morning and return Friday after noon. Unfortunately Clem went down with a terrible cold before the Carlisle Meet and was still not healthy by Hershey so he dropped out. The county scheduled an inspection for the electrical work in Benny’s back shed on either Wednesday or Thursday so he had to drop out. Jim’s hotel decided that would switch their policy of a 3 night minimum to a four night minimum (they failed to inform him of this until he double checked on his reservation) and at the same time Kathie was planning to attend her high school reunion...all of this meant that Jim would go up Tuesday and return home that night. All of this means I went up in convoy with Jim and then stayed thru noon on Friday by myself! It was a GREAT experience and I look forward to trying it all again next year!

The “neighbors” at the flea market all kept ask-

ing Jim and me about Clem and Benny, and then proceeded to welcome me with open arms, sandwiches, beverages and breakfast! What a treat to be so welcomed! Several of them were from the local (Fairfax) early V-8 Club. In addition, they made sure I was aware of the “rules” as well as where to go to get a shower for \$6.00 (another treat!). I can’t remember the last time I “camped” overnight in my car, but the three nights went very well. The weather was absolutely beautiful (daytime sun and warm at night) with one fairly quick but heavy shower on Thursday evening.

A couple of observations...I first noticed several of the electric golf cars dragging a tin can on the pavement about a foot behind them. This seemed strange and even stranger when I saw a second one. Then it hit me that these were noisemakers so people in front of them would hear them approaching...then I wondered why the AACA didn’t REQUIRE, for safety reasons, ALL electric vehicles (there were lots and lots of scooters for handicapped people) to have such a noisemaker!??

One other observation was the huge number of ingenious wheeled vehicles people used to carry the various parts they were purchasing. There was really no end to number of configurations developed (two and four wheeled) to haul stuff!

I also witnessed two small motorbikes going way too fast one evening with the second one crashing into a vendor’s tables and tent...fortunately no one was injured and the culprit ended up paying for all of the damage as well as the time the vendor and his wife spent cleaning up and putting it all back together.

If you’ve never been or it has been a while, I strongly recommend you go in 2018!!

17th Hershey Experience

By Van

This was my 17th Hershey. I’ve made the trip from Fairfax Station rolling down the drive at 4:45 am and back home every year since 2001. Although I’ve never walked the fields, I’ve enjoyed watching the show from afar. I’ve been to the Penn Hotel, Duke’s and all the other great places, but never had a bite of the wonderful food served there. My role has been to haul happy campers up from Virginia, a big gang all around Hershey and provide a smooth trip home.



It was foggy when I arrived this year but the day turned out to be perfect after the sunny burned through the fog.

Only twice have I faltered, once for a leaky valve stem and another for a bad alternator, and each time I was only out of action for less than an hour. It’s been work hauling back greasy flathead V8 engines and heavy truck parts, but that’s part of the fun. This year I even rolled over to 200,000 miles on the return trip at just north of Thurmond, MD.



If I can hang together, in 2024 I’m eligible to drive onto the show field on Saturday. I’ve got a deep scar from a limestone rock encounter at the old campsite but other than old age fatigue, I have survived all that’s been asked of me.



Here I am parked at the old camp site back in my youth. I hope to return for more Hershey experiences

and I hope to see you or drive you around at a future Hershey show. Don't forget, I'm a real Ford and a V8 too!

Foundation News From Hershey



On October 6th, Josh Conrad drew the names of the winners of our '39 Mercury and two cash prizes:

- ✚ Skip Eychner of Oriskany Falls, NY, won the car. He has decided to take the \$10,000 instead;
- ✚ Ed Dziuk of Sacramento, CA, won the \$3,000 second place prize and
- ✚ the \$1,000 third place prize went to Charles Graham of Lizton, IN.

Visit Facebook to see a video of the drawing. Thanks to everyone who purchased tickets. Your support is most appreciated! [Video of Drawing](#)



Dave Gunnarson presented Milly Scheidt with two NVRG squares for the Foundation's Quilt Project.

VR Quest

By Milford Sprecher

This year marked 51 years since I went to Hershey for the first time in 1966 with my best friend Mark. It was also the first time that Mark could not be there with me to enjoy it as we lost him after a fall last winter. It was a joy to be there,

but sad that we were not there walking the rows together. I did have a bit of a replacement in the form of the NVRG Hershey Camping Crew, who generously invited me to join them. I had registered my '45 truck for the car show on Saturday, but my electrical gremlins, in the form of a non-working voltage regulator, relegated that chariot to my garage.



The culprit.

While I have attended Hershey since 1966, I had never gone for more than a couple of days. I always enjoy the car show on Saturday, but I had never been able to spend more than a day in the flea market. This year, I drove up on Wednesday, with plans to stay through Saturday. My primary goal was to get a few voltage regulators to see if I could finally vanquish my truck's charging problems for good! Cliff Green shared that he was having similar VR problems with his Woodie, so he would be on the lookout for regulators, too!

I arrived at the camp site after lunch time on Wednesday. Some of the camping crew was at the site and Cliff announced that he had a voltage regulator for me already! He had found a treasure trove of NORS regulators for \$3 each and had bought some, one of which he gifted to me! Wow, success already!



Upon arrival, I headed over to the Chocolate Field to catch up with some folks from the Model A club who had some spaces there. I saw Tom Terko, Dave Henderson and some others at their space before heading off to see what treasures I could find on my own!

My first purchase of Hershey was a new tail light lens for the truck. I had a broken lens and I found a Duolamp lens for the princely sum of \$15. It was really too expensive, but I decided to buy it anyway. One should never buy the first one of what you are looking for at a place like Hershey, because you never know what other deals you will find. I ignored my own advice and bought it nonetheless.

My second purchase was brass bulb horn that the guy was asking \$10 for. He then offered it for 5, so I picked it up. It was circa 1905-10 and I just couldn't pass it up. It was dented and had a few cracks in it, but why not? Voltage regulators were not easy to find and all the ones I found were \$45! How Cliff was so lucky was hard to fathom, but I wasn't going to be buying any more at those prices.



I was fairly methodical in my stroll through the flea market, scanning the spaces looking for electrical items and Model A tools. I also had my eye out for a 39 hot water heater, as my 39 has a 41 heater in it. I think the 39 heaters are pricey, but I would like to get the right one, if I can. More VRs presented themselves, but at prices I was not willing to pay. I stopped by the Early Ford V8 Foundation parts trailer. I found a NOS oil filter for my 39 that I liked, but wasn't willing to spring for right off the bat. Day 1 was a modest success. I realized that my horn needed a reed and a bulb, so the \$5 purchase was just the beginning. At the auction tent that evening, I saw an early car with one almost exactly like it, which gave me more incentive to get mine operating.

Cliff had arranged the meal itinerary for the time we were there and we met up with Bill Simons, Frank Miller and others for dinner at the end of the day. Nothing better than expanding your circle of V8ers for socializing.



Socializing at the Penn Hotel are Keith Randall, Hank Dubois, Dean Larson (hidden) Mark Luposell, Al Luposello (hidden) Joe Freund, David Blum, Bill Selley, Don Lombard, Bill Simons, Frank Miller and Dave Gunnarson.

After dinner, our group went to look at the auction cars. I am not sure I should be in the same room with many of those cars, but they were fun to look at. I was a bit surprised at how many people were opening doors and putting their hands on the cars. With estimated values on some of the cars over \$2 million, I was not going to get too close. The first night in the tent wasn't bad and a Dave Gunnarson breakfast was the wakeup treat on Thursday morning.

When I got up Thursday morning, I was looking for the keys to my truck.



AAA has a locksmith pre-positioned at the show site just for emergencies like this. Cliff previously made use of AAA's service.

I had the bad feeling that I may have locked them in the truck and when I peeked in the window, I could see my keys on the seat. Adding insult to injury, the night before I had been afraid that I had locked my keys in the truck, but later found them. I guess I was bound and determined to lock them

inside, as it took two attempts to succeed. A call to AAA was all I needed to get back in the truck.

Thursday and Friday flea market hunting went well. I bought a reed and bulb for my horn. I later saw restored horns for \$400, so if I get mine working, I might have a bargain. It would look funny on one of my V8s, though.

I was able to get most of the Model A tools I needed, including some correct jacks, two air pumps and various wrenches. I was not organized enough to figure out what tools I needed for my V8s, but that is what other swap meets are for. I did go back to the V8 Foundation trailer and picked up the NOS Fram aftermarket filter for my '39. I picked up three more voltage regulators, another NOS and two used ones, so I could have some spares.

While many leave before Saturday, the car show is one of the highlights for me. It is crowded, so it can be tough to look at the cars, but there are always some great examples in the show. In the past, I have entered my Model As in driver participation class.



A 1932 V-8 Phaeton was a great representative for Early V-8s.



This '41 Fire truck made it's debut at our 2017 Eastern National Meet.

I was going to have my truck in regular judging, even though it is not of the caliber of some of the other cars. You don't see many trucks of the vintage

of mine in the show, so I wanted to take it. The show was kind of light on Ford V8s, so it is good to do what we can to promote our cars at these shows.

Another great Hershey trip in the record books and looking forward to another one!

Hershey 2017

By Russ Brown

By late Saturday morning, Steve Groves and Russ Brown had made their way to the last row of the far corner of the Orange Field. By this time mostly open space - a vendor here and there. They spotted a lone seated figure behind a card table with a scattering of small items.

As they got closer they exchanged "Good Mornings" and stopped in front of a small, smiling older gentleman wearing a Veterans cap. Steve, a veteran himself struck up a conversation. Found out the Gentleman was a veteran of WWII, Korea, and Vietnam. Turned out he was 96 years old sharp as a tack and physically vigorous.

Let's see, 96 years old, that makes him born in 1921 and 11 years older than the oldest Flathead V-8 in the Club.

Maybe Russ and Steve will finish their cars after all.

No Luck this Year

By Bob Tyler

I was hoping to find a 1937 Ford pickup for sale at Hershey, but what I found was that there were precious few pickups for sale at all. The good news, however, is that now I can say I've seen "Hershey," I got a sense of what an institution it is, and I couldn't find anyone to take my \$15 parking fee. The less good news is that up and back in one day is probably just a bit more that I ought to be undertaking in my dotage.



Not a '37 but this one drew a lot of attention.



It's easy to see why it drew lots of attention!

Ken & Chris at Hershey – It Was a Very Good Year!

By Ken Burns

Most of you have heard the story (probably too many times) about how my son Chris was instrumental in me acquiring my black Woodie so I won't repeat it here. Throughout high school and college he was more of a jock than a gearhead. He was home from college on his Thanksgiving break when I went to pick up the Black '41 Woodie so he came along with Dave Westrate and me on that cold, drizzly, miserable day. He probably thought I'd lost my mind when he first saw what I'd bought.



Dave makes a final check of things before we hit the road.

College, marriage and jobs ensued and Chris eventually ended up living in Southern California only a few miles from Huntington Beach, officially named Surf City USA. After nearly 15 years right in the middle of the Woodie/Surfing culture I thought he might like to see a little of my world and how I found many of the parts used to restore the hulk that we lugged home. There was no way I could

explain to him just what the "Hershey Experience" is – about the best I could do was say it's sort of like *Alice in Wonderland*; once you go down the rabbit hole there's a completely different world down there that makes sense only to those who inhabit it. There are guys wearing blazers/slacks/starched shirts and women similarly attired; folks wandering around in casual clothes; guys who looked like they'd just rolled out from under a car they had just greased; tattoos and lots of cigars and just about anything else you could imagine. Also folks speaking foreign languages, none most of us have ever heard before. There are folks with sandwich-board signs either looking for obscure parts or selling something. There are vendors set up to haul your prized new car home or ship it overseas. Etc., etc., etc.

Chris arrived late Tuesday afternoon and we left for Hershey with Dave Gunnarson at 5:00 AM on Wednesday, arriving about 7:30. First order of business was to get the tent and dining fly up and then off to hunt treasure and see what we could see.



It was a little foggy as we set up the campsite but the day turned out to be perfect as we walked the fields.

As we made our way over to the Red Field Chris marveled at the variety of stuff for sale and wondered how anyone found anything among all the treasures laid out before us. I told him it's an art form, a skill that you acquire over time.



This is a 1941 Ford A/V kit that contains nine LP records and nine film strips. I have the kit but this vendor also had the very rare slide projector/LP turn-table combo dealers used to run the presentation.

We talked about folks who restore cars but also

the creativity of other folks involved in the old car/ automobile hobby – those limited only by imagination and/or money. And we talked about some of the characters we'd see roaming around.



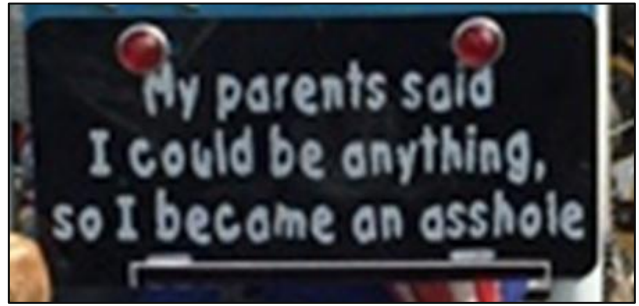
Who didn't love the Chicken Truck? Bill Selley, Bill Simons, Keith Randall and Hank Dubois seemed to enjoy it.



Or just in time for Halloween you could have this Pumpkin T-Bucket.

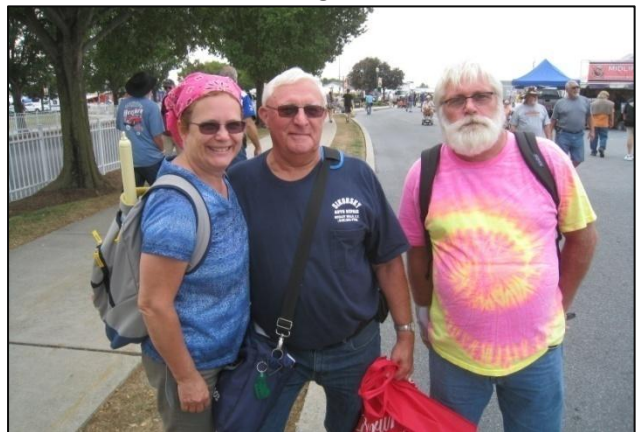


And of course this guy.



His parents must be so proud!

I mentioned to Chris that we'd run across friends: we'd meet up with one of my high school classmates and groomsman at my wedding; with NVRG members; and friends from around the country. I even ran into a friend I never knew I had. There was a vendor from Ohio in the Chocolate Field with an original KR Wilson engine stand for sale. I mentioned to him that he wasn't asking enough – there was a guy in the Red Field with a reproduction stand for sale for more than this guy was asking. As the conversation continued I found out he'd attended our 1987 Eastern National Meet and distinctly remembered that we presented each couple at the Awards Banquet with two bottles of Virginia wine (one red and one white) and two wine glasses from the vineyard. Little did he know that I had been the co-chair of that Meet along with Charlie Morrison.



Janet, Harry and Wes Foor from the Maryland Panhandle were there.



Nick Arrington out looking for goodies.

We wandered around the fields and Car Corral during the days and also inspected the auction cars at night looking at vehicles ranging from the commonplace to the exquisite and exotic.



A 1939 Woodie in the car Corral similar to the one my parents owned when they brought me home from the hospital – asking price \$84,500 OBO and...



another one in the auction – it sold for \$68,750.



Also found in the Car Corral was this license frame on the front of a 1957 Ford Ranchero. What made this so special was that Fuller Ford in Chula Vista, CA, was where we bought our first new car – the one that Helen and I used to bring both Kathy and Chris home for the hospital.



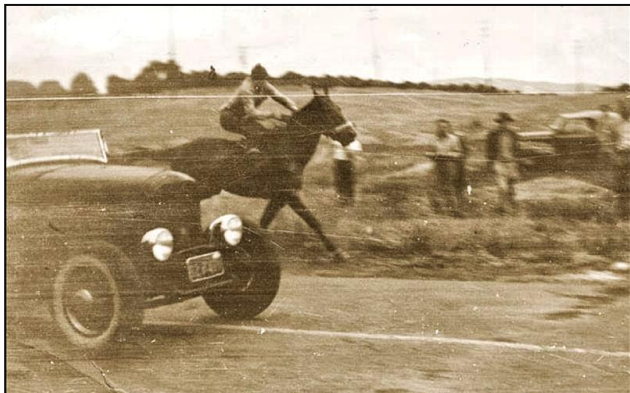
Our first new car was a 1968 Ford Fairlane 500 station wagon with a 302, 3 speed, optional disc brakes, custom dual exhaust and chromed rims – we did live in Southern California so what would you expect. Helen, Kathy and the Woodie are still around but the 500 found a new owner in 1979.



We brought Chris home from the hospital in the 500 in January 1974.



This is the fabled [Pete Henderson Roadster](#) heading to the auction block. It sold for the princely sum of \$192,500 plus bidders premium.



This iconic 1944 picture shows the roadster beating a thoroughbred quarter horse in what many call the very first "drag race."



If early hot rods weren't your thing there was also this 1933 Pierce Arrow Silver Arrow that sold for \$3.74 million easily beating the expected value of \$2-3 million.

As we all know part of the Hershey experience includes looking at all manner of things that are not strictly antique auto-related but still draw our attention – antique outboard motors and marine conversions of V-8s; toys, toys and more toys; and things most of us never even thought to motorize.



The "as found" diorama always draws lots of comments.



I bet you didn't know you needed a motorize work stool to roll around your shop, did you?



In the Car Corral with a '40 Pick-up – asking price \$36,000.



Just what I need to camp in the back of my Woodie!

Although Dave and I normally skip the car show and return home late Friday Dave agreed to stay until Saturday so Chris could see the car show and thus experience the Full Monte.



This '40 Woodie had an AACA First Junior but would have a much harder time with the V-8 judges.



Here's a Shell tanker Clem doesn't have in his collection (yet). Obviously one of Dave Gunnarson favorites on the show field.



Of course this '51 Merc Woodie caught my eye. I just love the compound curve in the front door panel.



If you liked race cars this 1957 B/P Corvette sponsored by Bill Bader Chevrolet was really sweet.



Another favorite of Dave's. This 1954 GMC Scenic Cruiser had 3.5 million miles on the odometer before restoration began. The restoration took 7 years, 45,000 rivets were replaced and relieved the owner's wallet to the tune of \$1.2 million.

When Chris and I got home I asked him what he thought of the Hershey Experience and he said he was very glad he came. He told me that when he asked his boss for the time off the boss said he'd been to Hershey several times before, of course Chris could have the time off and that he was going to be jealous of Chris while he was in Hershey with me. Chris said one thing that really struck him was that with communal breakfasts by Gunnarson, Happy Hours at the Flathead Grille and dinner together at the Penn Hotel and Duke's he understood why I anticipate going to Hershey every year. And having him there to share it with me this year made it a very good year indeed!

OUT AND ABOUT

Buzzy Potter Auction

By Milford Sprecher

The late Lloyd "Buzzy" Potter was a well known local car collector whom I only knew through reputation and his son Bill. The estate auction of his cars, parts and assorted ephemera was held on September 30th. The NVRG was well represented by Cliff Green and Sandra Green, Joe Freund, Nick Arrington, Bill Selley and a few others. Bill Potter was there, of course.



Sandra Green and Bill Selley eye some of the ephemera.

Given Buzzy's reputation in the antique car community, I was looking forward to the auction. I took Tom Terko with me to keep me from getting in too much trouble. I am not sure how successful he was.

The auction was held at Buzzy's house and three different outbuildings in Potomac. In addition to some personal effects, there were tables of antique car parts, mostly early V8 parts, with some Model A, Model T and miscellaneous other parts.

A number of cars from his estate were included in the sale, including a restored 1931 Model A Deluxe Roadster, a 1916 Dodge Phaeton, a restored 1935 Phaeton, a 1936 Ford trunkback Fordor sedan, a 1939 Lincoln Model K, a 1930 Ford Model A Fordor sedan, a 1937 Oldsmobile coupe, an Olds Vistacruiser, a 1967 Ford Convertible and a 1941 Desoto turned into a taxi.



Some of the various cars for sale with the '37 Olds Coupe in the foreground. Also visible is the '30 Model A Fordor and the 1916 Dodge Phaeton. Also clearly visible in the background is the blue '36 Fordor. Buzzy bought this car at Hershey many years ago and when he got it home he discovered that the serial number on this car was only two off from the one on his venerable '36 Convertible Sedan.



Buzzy had this 1935 Phaeton restored about a decade ago. Buzzy had his own junkyard where he stored many, if not all, of his castaway cars, including a

wrecked 1960's Cadillac, a 1960 Ford station wagon, an early 50's Rambler station wagon, a 58 Cadillac Brougham, an early 50s Chrysler Imperial and other assorted makes in various stages of decrepitude. He had a Clark motorhome and an early 60's Ford flatbed truck too.



The auction started in the house at 10 AM and moved to some Stickley furniture at 11:45. The car auction started at noon.

The most interesting car to me was the '39 Lincoln K. It had an aluminum body and was in good shape, but badly in need of a new paint job. The man who sold the car to Buzzy in 1969 was there and gave attendees some background on the car. It had been restored in Philadelphia in the 1950s, apparently.



The luxurious '39 Lincoln K Sedan.

The Oldsmobile had been used in a made for TV movie about Jackie Kennedy starring Jaclyn Smith. She could not drive the car, so it had to be pushed when it was filmed. Nick Arrington bought that Olds and the Vistacruiser, too. The Desoto had been in the Potter family since new and had been converted into a taxi. It had been used in the filming of the movie *Tora Tora Tora*, the 1970 movie about the Japanese attack on Pearl Harbor.

The winning bids on the cars were:
 1935 Ford Phaeton: \$30,500
 1931 Ford Model A Roadster: \$14,500
 1936 Ford Fordor sedan: \$6,300

1939 Lincoln Model K: \$7,400
1916 Dodge Phaeton: \$4,000
1930 Ford Model A Fordor: \$6,000
1937 Oldsmobile: \$3,800
1941 Desoto: \$1,100

There was a 10% buyer's premium on the cars and 15% on everything else.

The most spirited bidding was on the 1935 phaeton and the 1931 Model A. I know Joe Freund had his eye on the Model A roadster, but he restrained himself.



The Lincoln sold for what seemed to me to be a bargain basement price, although providing the paint job that it deserved would be an expensive proposition. If I had any regrets, it was about this car. I have a soft spot for Lincolns and this is probably as low a price as you would find for one. Owning a car of this caliber is a pretty big responsibility, so one needs to be prepared for such an undertaking.

The Dodge was a very solid original car and probably bought what it was worth. The 1930 Model A had a lot of surface rust and a pretty torn up interior, but it was in very good solid condition otherwise. The motor was stuck. I thought it brought pretty good money for what it was and was sold to a guy from New Jersey.



The original, unrestored 1916 Dodge Phaeton sold for \$4,000. The 1936 sedan did not generate much interest

and seemed like it went for a pretty low price, but I don't know if it ran or not? A cheap way for someone to get a pretty nice V8 Ford.

Parts prices were also pretty low. There were collections of V8 heads, manifolds, distributors and various other parts. I picked up a box of V8 coils for \$5. I bid on some wire wheels that looked like Buffalo wire wheels, but dropped out early. A guy bought a Model T frame with spring for \$5. Tom Terko bought some Model T split rims, plus a 19" Model A wheel for \$5. I bought a bottle jack for \$5 and a trunk for my Model A that I probably could have had for less had I not jumped in a little early with a bid.



Bill Selley amid some of the parts – that's Milford's trunk just beyond the doors.

The junkyard cars went for \$25 to \$50, although the Chrysler Imperial went for \$300 (Can you say "Hemi?"). Some cars were nicely wedged between trees. The most interesting items were some old bicycles, one of which was a 1916 Model that went for \$160 and an 1890's model that went for \$15 because the bidders misunderstood how the bikes would be sold.



It was a beautiful day to be out and a good day for local car guys. In addition to the NVRG folks, there were members from some of the other local clubs, so we had a good time socializing while we waited for items we were looking at to get sold.

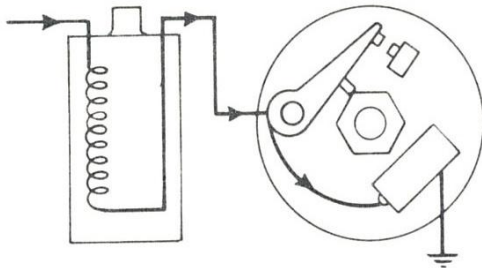
It May Be Small but It's a Vital Component

By Cliff Green

What small item on your car, that costs under \$10, will make it run rough or not run at all?

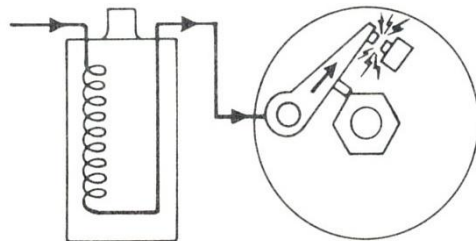
Why It's the Condenser!

Let us examine this small cylinder that can cause untold problems. Its role in the ignition system is to adsorb the arc when the points just start to open. It is an energy storage device. It is highly instrumental in producing peak output from the coil.



CONDENSER PROVIDES TEMPORARY PLACE FOR PRIMARY CURRENT TO GO, REDUCING ARCING AT CONTACTS.

Without the condenser in the circuit the points will be ineffective, the spark will be weakened, the timing will be upset and the car will not run. Some condensers when shorted will not allow the car to run, others that are leak will affect the operation because of a weak spark. The arc absorbed is dissipated when the points are closed.



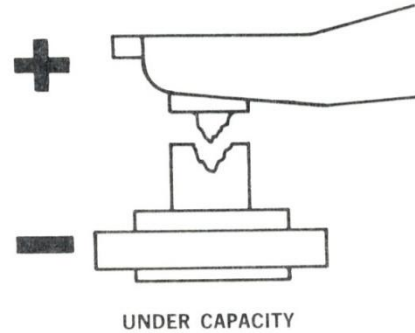
WHEN CONTACTS OPEN, CURRENT CONTINUES TO FLOW, CAUSING AN ARC ACROSS CONTACTS.

The guts are 2 parallel sheets of conductor separated by an insulator, the dielectric, and rolled into a cylindrical shape. The larger the sheets are and the closer together they are, the larger the value of the condenser. One sheet is grounded to the case, the other to a pig tail. The cylinder is hermetically sealed against moisture. The value is measured in microfarads. The Heating/AC people are the only ones I know who have such an instrument for measurement or those guys with a Ford or Sun test machine.

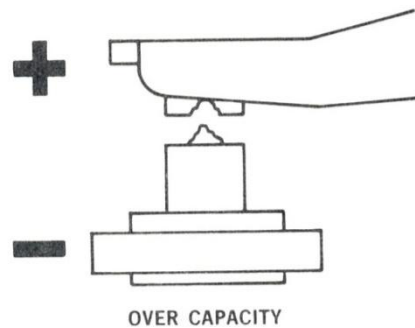
The condenser does not care if you have 6 or 12

Volts. It is required that the condenser value matches the coil. If it does not, excessive pitting of the points occur. So, in a pinch you can put any value condenser on the car to get you home.

There are charts that show the correct condenser rating for each year, but there is no way to match that to what is available. I read on Ford barn that all condensers today, from all sources, are between .020 -.026 mfd. That rating is in the ball park, so, install the new and beware that you might need a tune up sooner than expected.



UNDER CAPACITY



OVER CAPACITY

There are machines to test the condition of the condenser, but we can use a volt/ohm meter (analog) to see if it is shorted or dead. With the meter in the ohms position we use the battery in the VOM to put a small charge into the condenser, then use the DC volt (on smallest scale) to discharge it. You should see a little bump in the needle if it is good. These little cylinders are effected by heat also – use your hair dryer and do it again!

Don't trust the units that you see on the flea market table that are NOS – they are 75 years old. They have to be checked out first – that means, for us, to try them out, and if they work for 20 miles, you're good. Buy new from NAPA or Mac's for under \$10 – carry a spare!! I read on Fordbarn that one expert finds that even the new ones test unreliable!

Conclusion: This small item is vital to the ignition system and is unreliable even when new! Carry a spare or two and if you have a problem running,

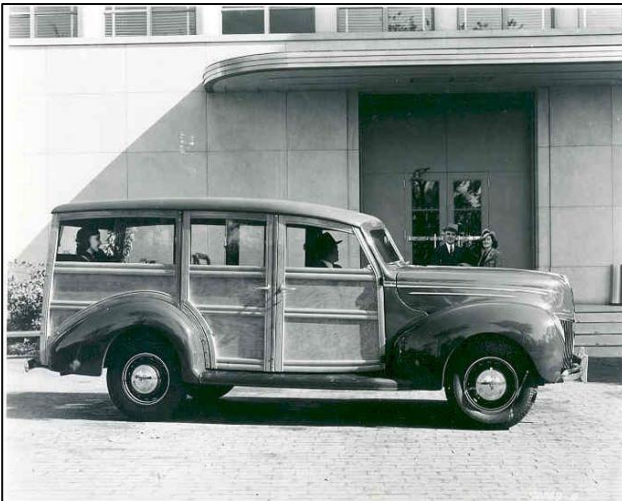
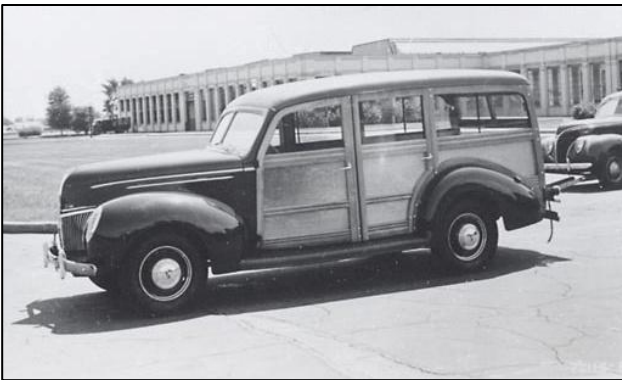
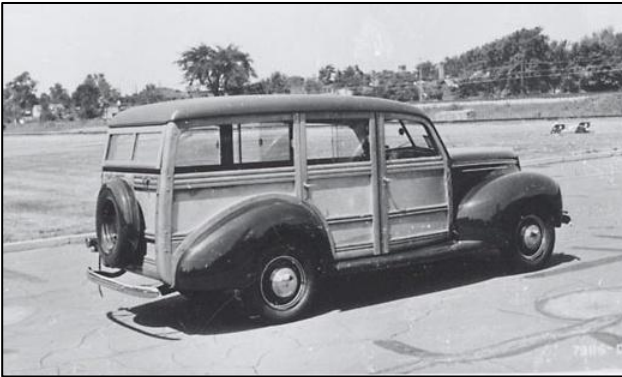
change it out – it is the first suspect!

My information came from an old “Atlas Tune-up Training Manual” and Ford barn blogs. For more complete information [click here](#).

WHAT DO WE HAVE HERE?

By Cliff Green and Ken Burns

Last month we ran the first two pictures below and asked Woodie fans to take a close look at the pictures and tell us what’s going on – besides the tail light wiring hanging down.



Above is a factory photo of a 1939 Woodie for comparison.

At first glance the first two photos appear to be of a 1939 Ford Deluxe Woodie judging by the front clip, wheels and hub caps.

However, if you look more closely you begin to

notice things that are definitely not found on a '39 Woodie:

- ✚ The spare tire is mounted on the tailgate rather than inside mounted on the rear of the front seat. It has a two piece metal cover rather than an artificial fabric cover.
- ✚ The tailgate has two handles rather than just one in the center.
- ✚ The upper liftgate has two panes of glass and is made from wood rather than a metal frame with a single pane of glass.



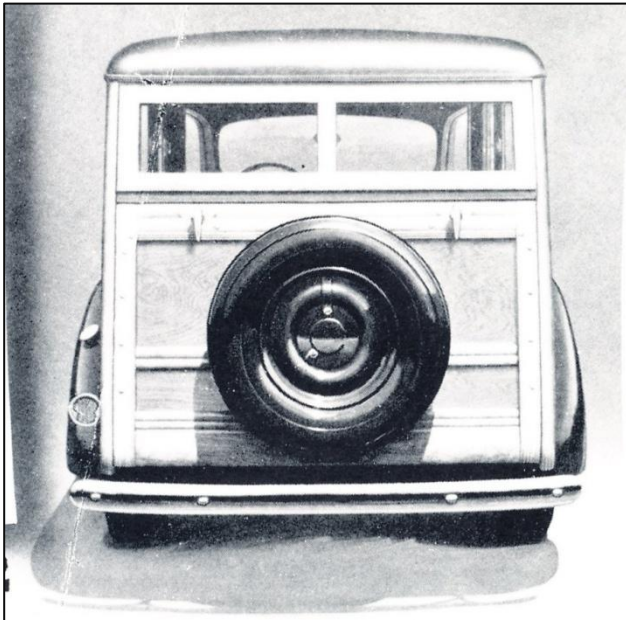
● The deep tail gate is equipped with a weight compensating spring to facilitate raising and lowering. Locking latches and mechanism are concealed within the tail gate.



● Spare wheel and tire are attached to back of driver's seat. The rear window, which is hinged at the top, can be clamped in any desired position by two adjustable arms.

The illustration above is from the 1939 Ford Station Wagon brochure.

- ✚ The rear doors are not suicide doors. They are attached to the B pillar using a piano hinge and the handle is on the rear post of the door.
- ✚ A 1939 Woodie had suicide rear doors with the piano hinge attached to the C pillar and the door handle on the front post of the door.



This illustration is from the 1940 Station Wagon brochure and shows the tailgate area pretty much as it appears on the production cars. One difference from the production cars is the vertical positioning of the tail gate handles – on production cars they are positioned horizontally. The other difference is that this is the only picture of the spare tire cover locking plate that Cliff has ever come across in the 50 years that he has owned his '40 Woodie.



Ken found this picture, dated 1940, that shows the rear of a '40 Woodie turning from Newtonville Avenue onto Walnut Street in Newtonville, MA. Although you can't definitively see the locking plate neither do you see a hubcap that are now normally seen of '40 Woodies. Ken graduated from Newton High School less than 1/2 a mile from where this picture was taken. He worked in the Radio/TV store (arrow on the right edge of the picture) store part time during high school.

We believe the first two pictures above show a prototype 1940 Ford Woodie. What better way to fool the competition than to have it appear that you have made only superficial changes to your next year's model. Cliff wonders "Why would Ford go to the trouble of making jigs to cut an entire new body for the '40 when they must have had the "Newer, Bigger "'41 in the pipe line? They had no competition."

2018 NVRG CALENDARS



2018 NVRG Calendars are now available! This is our 13th 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-up at our November monthly meeting or Holiday Gala (if they last that long). See Cliff Green at the meeting or Gala or order a calendar today by email, mail or phone from Cliff Green:

✚ cliffgreen@cox.net

✚ 6214 Militia Ct

✚ Fairfax Station, VA 22039

✚ 703-426-2662

The calendars still cost only \$15 (you pick up) or 1 @ \$17.25 or 2 @ \$18.25 (by mail). Call Cliff for postage fee if you're ordering more than 2 calendars. Paying by check? Make the check payable to "NVRG."

DUES ARE DUE!

NVRG club by-laws state that annual dues are to be collected in December of each year, to end January of the year they are due.

We like to start earlier for those who like to get this done before the holidays arrive, so please know that **2018 DUES are DUE no later than January 31, 2018!**

Annual dues are still only \$15.00. Either cash or a check made out to NVRG is the way to pay. Please send your renewal check to me at the following address (I then log you into our rolls as PAID and give it to our treasurer for deposit):

Gay Harrington, NVRG Membership Chair
3080 N. Quincy Street
Arlington, VA 22207

THANK YOU!

28th ANNUAL MODEL TRAIN SHOW



DECEMBER 2nd 2017 - SATURDAY 10 - 5
DECEMBER 3rd 2017 - SUNDAY 12 - 4

Come celebrate the 30th anniversary of the Museum with us

Featuring

Model and toy train displays in G, Standard, O, S, LEGO, HO, N and Z gauges.

Bring your old locomotive for the train doctor to fix or advise you of your options

Antique autos will be exhibited on the museum grounds, weather permitting.

***Museum open *Gift Shop open *Snacks and drinks available**

Admission: \$5/adults \$2/children

FAIRFAX STATION RAILROAD MUSEUM
11200 Fairfax Station Road, P.O. Box 7, Fairfax Station, VA 22039
703-425-9225

Beltway Exit #54, west on Braddock Road, left on Rt. 123, right on Fairfax Station Road

You are invited to get involved with the RR museum, we need your skills to keep us on track.

Call the Friends of the Fairfax Station: 703-425-9225

Visit our web site: www.fairfax-station.org

Like us on Facebook: <https://www.facebook.com/FFXSRR>

Follow us on Twitter: <https://twitter.com/FFXSTNRR>

We are an all volunteer, non-profit 501(c)(3) organization



You are cordially invited to attend the

2017 NVRG HOLIDAY GALA

Saturday, December 9, 2017

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 24th 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!



Vehicles For Sale

1951 Mercury Woodie. 351 Ford Windsor, 4 speed C4 AOD trans, Ultra kit Generation II sway bar, Fatman front clip, 9"rear, 4 disc brakes, Jamco Ultra cool radiator, Jamco a/c-Classic Air, new wood by Whiskers, 5"front 8"rear Wheelsmiths, pwr windows-AutoLok, Acrylic enamel w hardener, undercarriage-Miracle Black, 3 org seats & headliner in leather-LaBonney, woodgrain dash & window trim, pwr steer, Banjo wheel, CD/stereo, stainless steel and oak roof rack, "WOODIE" visors, \$78,500. **Richard Thompson** 804-453-4528 (Va) aatneck@gmail.com (9/17)



Early 1947 Super Deluxe Ford Coupe. Dark blue, 2017 Dearborn Award winner. Car located in Virginia. **Bill Selley**, 703-679-9462 (09/17)



Eastern National Meet Goodies – Craftsman Tool Bag - \$5.00, Meet Gearshift Knob - \$5.00; Meet License Plate Topper - \$5.00; Compact LED Flashlight w/Clip & Magnet - \$5.00; Meet Pin - \$1.00 or free w/purchase of one or more other item(s). Hank Dubois handcdubois@verizon.net or 703-476-6919



1950 Ford V-8 Pilot Sedan. Less than 100 miles on body-off total restoration by meticulous engineer. 21 stud engine, 3 speed column shift, RHD, factory front hydraulic brakes and dual exhaust with custom made stainless mufflers. NOS Grille, Marchal Headlamps, Leather upholstery, heater, radio (not working) handbook, built-in jacking system, parts book, shop manual and tool kit. The basic body and mechanics are that of a 1935/6 USA V8. Current UK documents. Car is in London, England I can assist with shipping. \$27,500 **Colin Spang** 1937lincoln@talktalk.net (08/17)



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)

Parts and Miscellaneous For Sale

36 – 39 Ford Complete Transmission – Completely rebuilt trans plus a nice top. 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 helical mainshaft for sliding gear) in a late pickup case (1946 top loader). Includes an excellent used 36 – 38 top. Will sell complete gearset without the case (i.e. if you want to install these gears in your case). Will not sell internal parts individually. **John Ryan**, 301-469-7328, john@ryanweb.com. (11/17)



Shocks, 39-48 Ford – Original shocks with arms: R&L for 39-40 Rear (with dogbones). R&L for 41-48 Front. Used shocks that seem to be in good working order. **John Ryan**, john@ryanweb.com 301-469- (08/17)



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



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)



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)



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



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)



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

1952 Ford Pickup Body. F-1, F-2 or F-3. Body can be rough but with a good frame (roller). Must have a good VA title and VIN plate. Ray Lambert 703-595-9834. (08/17)



1937 Ford. Right front fender. **Norm Heathcoat**, vomllc@hotmail.com or 410-227-2040 (6/17)



Model A Pickup Bed: Any leads appreciated. Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 (02/17)



Inside Window Molding for 1934 Ford 5 Window Coupe – Ray Lambert 703-595-9834 (12/16)



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)



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



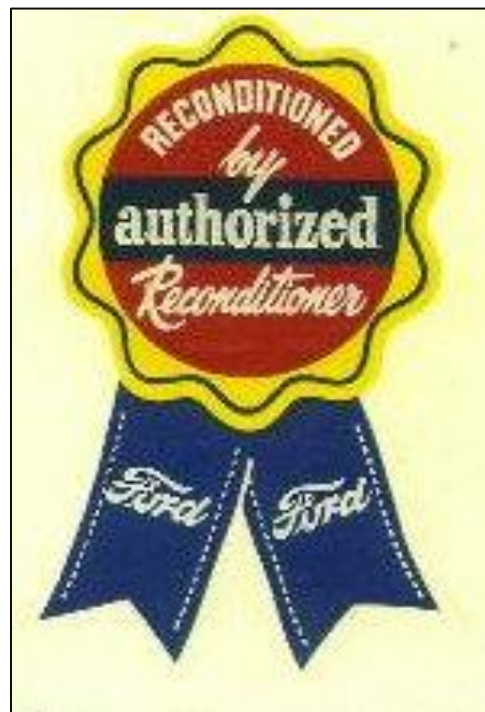
For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 (12/14)



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)



Celebrating 75 Years of 1942 Ford Products



FIRST CLASS MAIL

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