



VALVE CLATTER

Northern Virginia Regional Group



THE EARLY FORD V-8 CLUB OF AMERICA
Regional Group 96

Volume XXV, No. 6

June 2002

Cliff Green, Editor

FAIRFAX SHOW A SUCCESS!!

26 NVRG members drove their cars, along with 64 others, to make up a diverse show field. We had heavy trucks and big Cadillacs, Model T's and T-Birds (no Mustangs!), Classic cars and hot rods, woodies and corvettes – something for everybody. The weather could not have been better – this helped bring out the cars! Registration chairman **Don Lombard** reported a record turnout

for our fourth year at the Massey building site. We also had a big gate at \$1 a head – the total count is not in, but combined with the registration fees the NVRG did all right!

The band was the much improved over prior years and provided entertainment until most of the cars had gone. Even the hotdogs served up by the K of C tasted better. The Model T assembly went in record time. Thanks to **John Girman** for once again arranging this crowd-pleasing show.

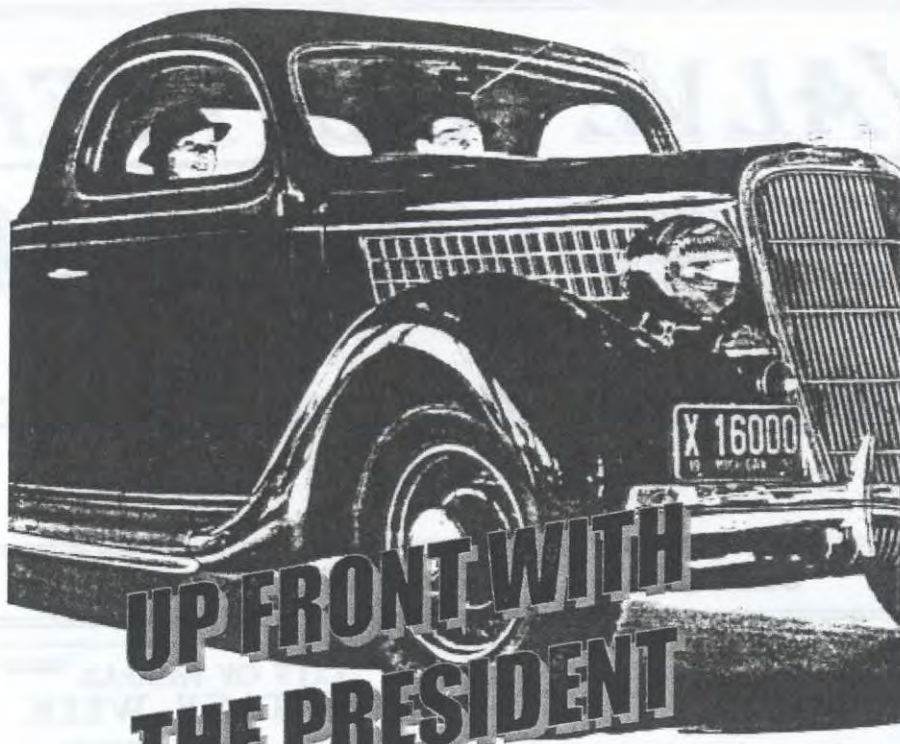


Bill Simons was our Master of Ceremonies. Vern Parker of the

Washington Times presented a trophy for the car, in his judgment, that was the best of show. It went to our own **Steve Pieper** for his 1940 Ford pickup. The Mayor's Award was presented to a reproduction Model A roadster with a Pinto engine. The People Choice Award, gathering the most votes, went to a red '55 Chevy Nomad hot rod!

A big vote of appreciation to our Co-Chairman of this years meet: **Dave Westrate** and **John Girman** for their work in putting this show together once again. Everyone that attended had a good time and we made some money too!! *Editor*





UPFRONT WITH THE PRESIDENT

JUNE 2002

After a rocky and unpredictable start, spring weather became, well, more spring-like in May. For the most part, we had sunny days and, best of all, we had low humidity with May 27th being the first day with any appreciable stickiness. The Winchester Apple Blossom Meet, which just happened to coincide with the only really rainy weekend in May, was the only weather casualty for local car events.

What a great Show we had this year! We had nice weather, nice cars, great Club participation, and the most spectators yet. I talked to as many people as I could during the Show and everyone was having fun. I'd like to thank everyone who brought a car - about 30% of the cars on the field belonged to Club members - and everyone who helped, in any way, to make the Show successful. The Club is indebted to Show Co-Chairmen **John Girman** and **Dave Westrate** for their many hours of work in putting together this event and to **Don Lombard** for his usual fine job in handling registrations. Thanks guys! Please see the write-up in this newsletter for more Show details.

Liz and Bill Simons have become first-time grandparents! On May 2, their daughter Susan and son-in-law Harvey Hansel became proud parents of a baby girl. Baby Madeline, parents and grandparents are said to be doing fine and Bill now has new urgency to complete his Woody project so that granddaughter Madeline can ride in style! In line with that, Bill recruited **Eric Sumner**, **Charlie Morrison** and me to help him fire off the Woody's long-time rebuilt but never run engine. After much oiling and priming then cranking with a 6-volt then a 12-volt battery, the 8BA came to life on May 19th and, when the smoke cleared, it actually ran pretty well, all things considered. After a little more breaking in, Bill plans to remove the engine and proceed with paint work.

Dave Gunnarson has been busy revising and updating the Club's web site and I encourage all members to get their V-8 photos and other information to him for inclusion on the site. Each member has his/her own page on the members section of the site and can post any information they wish on that page. This is a great resource for the Club and I want to thank Dave for making it happen.

The "tri-fecta" program at last month's membership meeting went very well so I think we probably will be doing more of these in the future. At our June meeting, **Cliff Green** will be talking about some of the V-8 literature that he has collected so plan to attend. And, don't forget to mail your Sully registration in.

Happy V-8ing! Hank

THE ROADS LESS TRAVELED

Jim La Baugh

At 5-minute intervals on the morning of Saturday, April 20, 2002, Ken Burns dispatched drivers and their navigators out of the Fair Oaks parking lot and on to a new adventure for the NVRG. Don Lombard led the way riding his Mustang to the first checkpoint in the first ever **Poker Run** for the club. At the start, all participants were given the option of purchasing a number of hands for the event and selecting sealed envelopes containing the first cards of their sets. Occupants of the mixture of vintage and recently minted vehicles were given a set of directions to follow to get to the first check point, which also included questions to answer about sights along the way.

First out of the gate were **Dave and Barbara Westrate** in their 1939 Standard Woody. As they turned left out of the parking lot, **Ken Burns** noted we needed to read the instructions because the start would be different for each car in order to make it more interesting. Indeed. A few miles on roads familiar to the denizens of Northern Virginia quickly turned into a ramble on two-lane highways dotted with the Dogwoods, Redbuds, and azaleas that make this season such a special time of year. Upon arrival in Clifton, the Westrate's Woody made clear where the checkpoint was as everyone stopped to pick up the next set of cards, directions for the second leg, and the chance to find clues to answer the questions that were part of the "scavenger hunt" of the event. The first checkpoint was also a place where several citizens of town picked up information on the club's Fairfax car show in May.



Don Lombard advanced to each checkpoint ahead of the checkpoint crews, providing them with cards and directions to hand out for the next leg. Don also gave **Jim La Baugh** and **Eric Sumner**, the second checkpoint crew, snacks and juices to dispense to the NVRG travelers. The second leg included a ride through the Manassas Battlefield, past the Stone House. One of the questions on this leg was who provided funds for its restoration? The answer was written prominently on one of the first streets at the first checkpoint, but we did not know that until the end of the journey! (see below)

John and Patty Girman were looking for the answer at the Stone House when Dave and Norma Blum with John Sweet drove by, thereby becoming the next arrivals at the historic church along Sudley Road that began the third leg. Frankie and Larrie Martin in their sleek 1951 Custom 4

door, and Ken and Helen Burns in their 1941 Standard Deluxe Woody, rounded out the field of vintage V-8 adventurers. Ken and Helen were the last through each checkpoint to make sure all were faring well along such byways as Lime Kiln Road, Snickersville Turnpike, Jeb Stuart Road, and through places like Aldie, Philomont, and Bluemont. The rolling countryside of horse farms, Gothic revival and other *antebellum* houses, with historic markers dotting the landscape (and the scavenger questions!) made one and all appreciate the journey away from the hustle and bustle of the suburbs. "I should have driven my V-8!" was the uniform cry from those who didn't, and "What a nice drive" came from one and all.

The quieter pace of Philmont was on display as the **Blum's** and **John Sweet** tended the third checkpoint of the tour. A young girl walking her Labrador retriever was trying to find a box for the turtle she was juggling in the hand not holding the leash. Her quest to control both animals continued as NVRG members passed through on the road to the next destination. "Stereo" general stores preceded a hill with a hairpin turn near the top of the road on the way to Franklin Park, where Don Lombard passed out the last cards of the sets along with directions to Purcellville and the last stop, the White Palace Restaurant. After a good meal in a building likely familiar to the original drivers of our V-8s, sealed envelopes were opened and, after Don Lombard tallied the results of each successive set of 5 cards, first, second, and third place trophies were awarded to the Burns, Martins, and Blums. Home Depot Gift certificates were also dispensed to the Girmans, Blums, and John Sweet for getting the most answers correct in the scavenger hunt, including the two whose answer was Ford! (see above)

This thoroughly enjoyable event was a tribute to the hard work and advance planning done by Ken Burns and Don Lombard. The rain even held off until we were in the restaurant and cleared when we left! Along the way we had fun learning more about the delights of the Virginia countryside and driving V-8s. Those unable to attend should definitely mark a place on the calendar for next year's event.

(Editor forgot to put this report in last month's VC)

SELLEY SELLS!

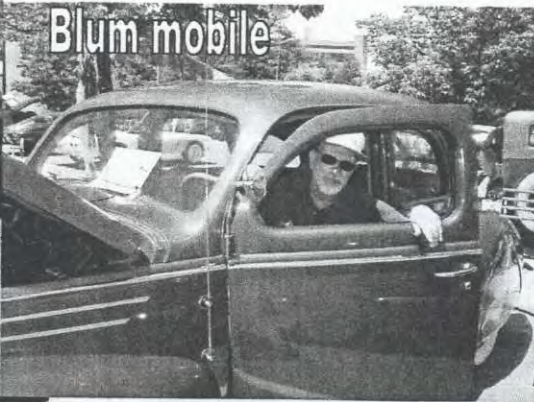
The VC want ads work! Bill Selley sold his Model B engine, that has been in Green's garage for 21 years, to Jerry Hill. So, drop an Email to the Editor and list those unwanted items.

GUNNARSON TRAVELS

Dave Gunnarson went on a marathon drive to **Kansas** and back in three days to retrieve a stake bed for his '35 truck. He bought the item on Ebay. A friend from his office volunteered to go with his truck. Dave was not sure at first if the bed survived a tornado that ripped through the guy's farm! Read all about this trip next month. What we won't do for this hobby!



Sumner's first show



Blum mobile



Antique Camera?



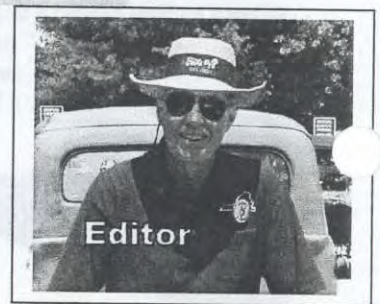
S.L. & Grandson



Gunnerson helps Morrison



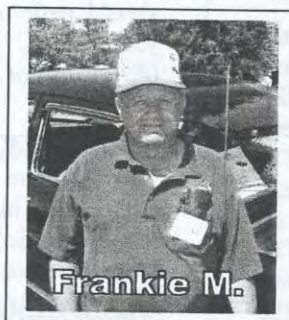
Bill, Hank, Dave, Mike



Editor



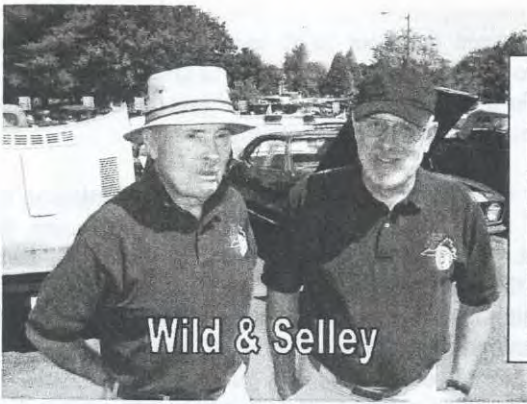
Lumpkin's '36



Frankie M.



Windy with winner



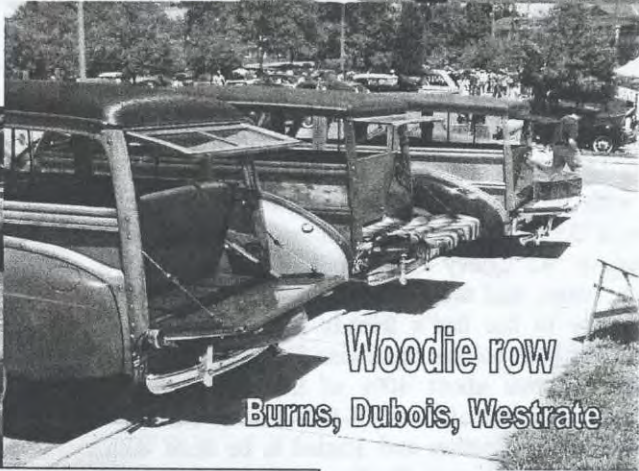
Wild & Selley



Shaw Machine



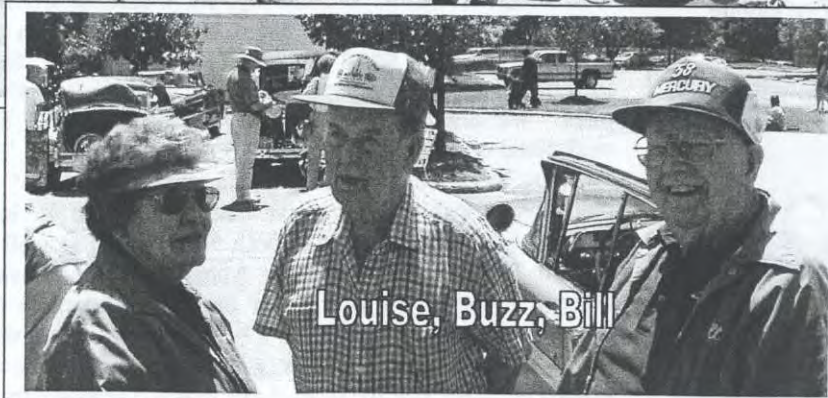
Vincent Vehicle



Woodie row
Burns, Dubois, Westrate



Votes



Louise, Buzz, Bill



All '37's

AN OHIO V-8 ADVENTURE Hank Dubois

Sometime last summer or fall, while we were discussing our mutual interests in old Fords, guns, hunting, bird dogs, etc., John Girman told me about his long term effort at helping his mother in Hinckley, Ohio dispose of his father's substantial collection of guns, cars, car parts, etc. following his dad's death 5 years earlier. John's dad, a retired machinist, had become an avid collector after retirement filling every available nook and cranny of their basement, 2-car garage w/loft, and 3 outbuildings. The collection included 12 cars (mostly Ford T's, A's, and V-8's), 4 tractors, 1 motorcycles, and literally tons of engines, engine parts, driveline and chassis parts, etc. Four antique cars were shoehorned into the 2-car garage and there was even a partially dismantled Model T in the basement! John and his mother had found homes for all of the vehicles; 2 of them (a '46 Tudor and a '23 T Touring) went back to Virginia with him, a '33 Tudor went to a nephew in Tennessee, a '35 Phaeton went to California with John and Patty's son, a '42 Chevy "blackout" pickup went to a nephew in Texas, and the remaining vehicles were sold locally, mostly to his dad's friends and acquaintances. Some parts had been sold or otherwise disposed of locally. What remained was about 40% of his dad's original collection, a vast array of T, A, V-8 and other parts that had become mixed together and needed to be dealt with. John felt that he could handle the T and A parts but wanted to know if I might be interested in a weekend trip to Ohio to help identify and price the V-8 parts. Naturally I said yes especially after John told me that a Columbia 2-speed axle was included with the V-8 parts!

It would be spring 2002 before the trip could be arranged and by then, Eric Sumner had been recruited to join in the effort. Not knowing what we might be bringing back, we decided to drive 2 pickups to Ohio leaving on Friday, April 5th and returning on Sunday, April 7th. When we arrived at the Girman home at around 3:30 PM on the 5th, John gave Eric and me a quick overview of the job at hand. We were amazed to say the least! John assured us that the overall volume had been reduced by 60% but to us, that didn't seem possible since the available space still seemed pretty well filled to capacity. The fair sized basement, for example, contained more than a dozen engines or engine blocks and piles and piles of parts. The walls and even the



spaces between the floor joists contained yet more parts. There was no way that we'd be able to sift through all that material in the time available. We'd just have to settle for making as big a dent in it as possible.

After our introductory tour, we drove about 15 miles to the home of Art Bilek, a family friend, to check out the Columbia. Art had taken the Columbia to several swap meets in the area trying to sell it for Mrs. Girman but was now holding it for me to look at. Upon examining the unit, we determined that it was a '39 in unknown condition. It had been stored outside for many years and, as a result, the brake shoes were rusted to the drums and the drive shaft was badly corroded. It couldn't be turned and that, no doubt, accounted for why it hadn't sold. We removed the vacuum shifter and found no rust inside the housing. We then drained the oil and found it to be free of water and with no obvious metal particles. Going with my gut



instinct, I decided to buy it reasoning that

John's dad wouldn't have brought home a blown Columbia. After loading the Columbia in my pickup (it just barely fit), we returned to the Girman home where Mrs. Girman treated us to a delicious ham dinner.

Next day, after breakfast, we tackled "the job". By now, it had started to rain and the forecast was calling for showers until early afternoon. Fortunately, we would be working inside until then. John wanted to concentrate on the basement so we spent the next several hours there identifying and sorting parts into T, A, V-8 and "all other" piles. We also checked out the 4 flathead engines that were lined up against one wall - 2 59A short blocks, 1 '38-'40 bare block (we thought), and a pretty complete '53 that was probably from a car that John drove in high school. Eric decided to bring both 59A's home as well as the '38-'40 for Dave Westrate. Apparently, Mrs. Girman thought we were working pretty hard down there in the basement because she fixed us a hearty lunch replete with pork chops which, it turns out, gave us the sustenance we needed for what was to come. After lunch, we built a ramp out of 2x10 and 2x4 lumber and, using 2 come-a-longs

secured to a beam in the adjoining garage, winched the 4 flatheads out of the basement on a moving dolly. After making some necessary running repairs to the overloaded dolly, we then used the ramp to load the 2 59A's into Eric's truck and the '38-'40 into mine. By now we were glad we had decided to bring 2 trucks!

After loading the engines, it was back to the basement and by late afternoon we had done about all we could down there so we moved on to the garage where we spent another hour or two on the top "layer" of parts there. I was now running out of gas having overdosed on antique Ford parts for the first time in my life! John and Eric were also about ready to call it quits but Eric suggested that he and I take another quick sweep through the outbuildings to see if there was anything else there that we needed. Lucky thing he did! Our search turned up a number of "goodies" for our hot rod projects including a '39 pedal assembly, a Model A wishbone, a couple of 16" wheels and a transmission for parts. These were loaded into the trucks along with a Model T front end and 2 '46-'48 rear brake/hub assemblies for John as well as some other miscellaneous engine parts for Eric. It was then time to quit for the day and get some well earned rest.

Next morning, we toyed with the idea of working for a few hours before heading home but decided it would probably be a better idea to get home as early as possible after the weekend we'd already had. We said good bye to Mrs. Girman and were on the road by 9:00 AM arriving back home before 4:00 PM. Looking back on it, it's hard to believe how much we did in 3 short days especially since we were on the road half of the time! It was a great V-8 adventure and a good example of V-8'ers working together and having a good time. It just doesn't get any better than that!

Post Script

The '38-'40 block we brought back for Dave W. turned out to be a 21 stud '37-early'38 block - I could have sworn that we counted that bottom row of stud holes correctly in the basement! On a better note, I got the hubs off the Columbia and it turns freely with no grinding sounds so I'm pretty sure it will be OK when I take it apart.

Hank Dubois

Post Post Script

I still believe that, while we were in the tunnel on the Pennsylvania Turnpike, the '38-40 block transmuted into one of the rarest of engines, a 21 stud '38-40. That's my story and I'm sticking to it! Seriously, my mom and I really appreciate the hard work and knowledge that Hank and Eric brought to this project. My mom sold some parts and we

were able to identify, sort and price a large number of other parts. Everyone ended up happy!

John Girman

MAY MEETING *Tom Shaw*

The 32 members who attended the May 14 meeting were treated to three short, but very interesting presentations from fellow members Dave Westrate, Bill Simons and Dave Gunnarson. They talked respectively on Steering Wheel Restoration, Antique Vehicle Insurance and Antique Vehicle Registration in Virginia.

Dave Westrate demonstrated how filling the cracks with epoxy could repair a steering wheel with minor imperfections. First, the crack is enlarged and cleaned out by using a hacksaw, then apply the epoxy in the crack even with the existing steering wheel surface. Dave warned never over fill since it's so hard to sand level. Dave used water to smooth out the epoxy before it dries. I wonder how many steering wheels could have been saved using this restoration method?

Bill Simons enlightened us regarding antique car insurance. Among the many important points he made several stood out. First, he highly recommends that we insure our old cars with an Insurance Company that specializes in antique cars. Bill feels that we are much more likely to get fair market value for an antique car that was damaged or totaled than from your general car insurer. Many general insurance companies will try to depreciate your car or not have a full appreciation of its full value. Another point that Bill made that should resonate throughout our Club is to not get involved in for hire deals with our old car. As Bill explained, this activity in effect violates most, if not all, insurance policies. The bad news is that insurance companies won't pay a claim if your car was rented out and subsequently damaged. If you, do make sure that the person or agency renting your car has insurance to cover your car.

We all needed to be briefed on the current Virginia laws governing registering and driving our antique cars. Ask ten people what the law is; including police officers, and you will get ten different responses. Dave Gunnarson provided us with a handout that explained in clear language what the rules of the road are. He explained there are three types of plates to be used on our old cars: DMV permanent antique plates, owner provided permanent vintage plates or DMV standard plates. Because the handout covered a full page of information a brief review will follow. Antique Plate Registration allows us to drive our cars to antique club activities, exhibits, parades and similar events, testing operations, for repairs and occasional pleasure driving not to exceed 250 miles from residence. A General Transportation Antique Plate is intended for unrestricted driving. For more information





ANNUAL NVRG PICNIC

JULY 9th, 6:00 at Nottaway Park, Vienna

Cost \$10 a couple
 Reservation with Steve Pieper
 703-860-2801

BYO drinks and a
 dessert for eight

WEB SITE

Thanks to **Dave Gunnarson** our web site is up and running
 WebMaster: Gunnarson@erols.com:

<http://clubs.hemmings.com/v-8northernvirginia/>

A space is provided for each member to display photos or text. Recommend a personal photo so other NVRG members can see who you are and a photo of your vehicle along with text. Restoration photos, photos of unique parts, literature, ect. that the membership might be interested in.

You can request that your name not be included on the NVRG Member list.



BILL PARIS

10831 Burr Oak Way
 Burke, Va 22015
 703-750-5370

1953 Mercury Sun Valley

Reupped: **Jim & Judy Crawford**

Po Box 236, Bryantown, Md 20617

301-870-2036 jim@us2000.org

EMAIL BAG

Cliff: The V8 Times with my incomplete 1941 engine data finally got here - on Saturday. I have no problem with your ignition resistor article until I get to the first paragraph. I THINK you will find that the ballast resistor went out with the plastic packaged coil. It was no longer used on the sixes after the "H" model six was introduced in mid-1947. At that time the ballast resistor for V-8s was taken off the circuit breaker board and moved to the top of the coil, under the

hood. Likewise, I think you will find that the V-8s beginning with the 1949 model had a (round) metal-packaged coil and no longer used the ballast resistor.

According to my learned ignition consultants the "new" (to Ford) round metal-sheathed coils were no longer heat sensitive enough to require the ballast resistor. I'm not all that smart, but this is some of the kind of stuff I got pounded into my thick head in putting together the 41-48 book.

Regards. *Ken Brown*

Further on checking ignition voltage at the coil: C. **Morrison** reminds us that the points have to be closed to provide a load to the coil in order to get the 3.5 Volts reading which is desired. And, the can type coil has it's own built in resistor. *Editor*

**Vintage Car Lovers...
 CAR SHOW**





12th Annual Antique Car Show
 ALL MAKES & MODELS OF VEHICLES WELCOME
Sunday, July 14, 2002 8am-2pm
 Longwood Community Center
 19300 Georgia Ave. (MD Rt. 97, 2 1/2 mi north of Olney) Brookeville, MD 20833

Pedal Car Class
*Special display area provided

- *FREE Spectator Admission & Parking
- *Clean Air Conditioned Rest Rooms
- *Door Prizes Throughout The Day
- *Food & Cold Drinks
- *Plea Market

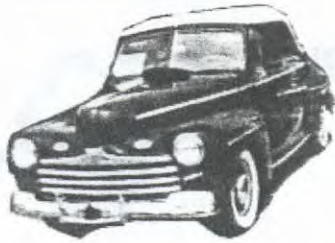
Car Show open to all:

- *Cars
- *Trucks
- *Customs
- *Race Cars
- *Street Rods
- *Motor Cycles
- *Pedal Cars

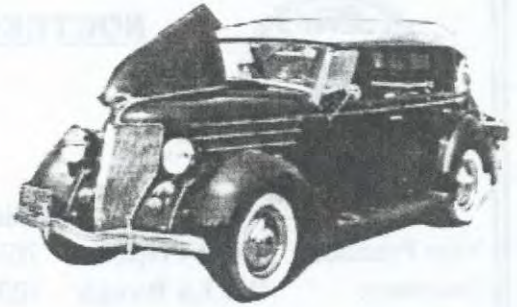
For information, call: Lois Krupinsky or John Keating
 410-833-8269 410-442-3285

Dash Plaques given to the 1st 200 registered vehicles on the show field.
 (To be judged, vehicle must be registered before 11:30am)

Mail registration form to: LOIS KRUPINSKY, 19 NORRIS RUN CT, REISTERSTOWN MD 21136



V8 CALENDAR NVRG



June

- 7,8,9 Old Dominion Gas Engine and Tractor Show. Fauquier Fairgrounds, Warenton, Va. Antique Gas Engines, Flea Market, Antique tractors, parts swap, antique cars and trucks, petting zoo, food, arts and crafts.
- 9 Kena Shrine 13th Annual Car Show, Fairfax, Va 9-3 Contact Gary Cannon 703-764-9618
- 11 **NVRG Member Meeting** – Program: Collecting Ford literature – Cliff Green
Refreshments: Dave Gunnerson
- 16 Sully (Fathers Day)
- 25 **NVRG Board Meeting**

July

- 2-6 EFV8 Western Nat'l Meet, Park City, UT
- 9 **NVRG Annual Picnic**, Nottaway Park starts at 6:00 - \$5 a head. See page 8
- 14 National Capitol V8 12th annual car show (see ad page 8). John Keating 410-442-3285
- 17-20 EFV8 Eastern Nat'l Meet, Vernon, Ny
- 26-28 Summer Carlisle
- 30 **NVRG Board Meeting**

August

- 10 Historic Fredericksburg Region AACA. Walker-Grant Middle School, Fredericksburg, Va. Contact Bill Vincent 540-752-0162
- 13 **NVRG Membership Meeting** Program TBA. Refreshments: Mike Mote



Cliff, another Ebay literature purchase?

Yes, come to the June meeting for a talk on collecting Ford literature



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

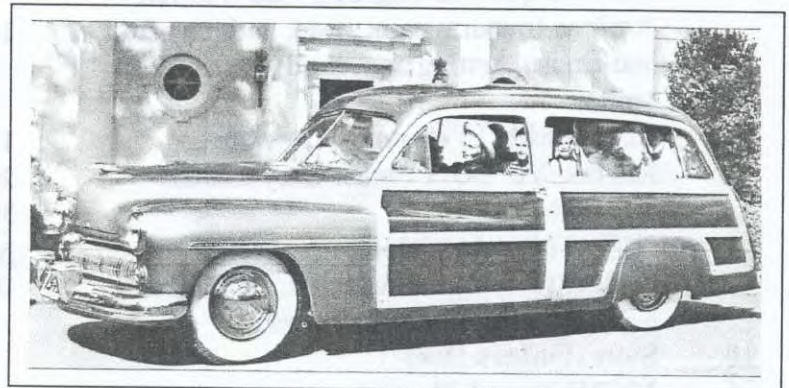


President: **Hank Dubois**.....703-476-6919

Vice President: **Steve Pieper** 703-860-2801
Secretary: **Jim La Baugh** 703-573-9285
Treasurer: **Hank Amster** 703-753-9575
Membership: **Von Hardesty** 540-249-8761
Tours: **Ken Burns** 703-978-5939
Past President **Dave Westrate** 703-620-9597

Programs: **Dave Gunnarson** 703-425-7708
Property: **Eric Sumner** 703-709-4164
Activities: **John Girman** 703-242-1459
Historian: **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, Virginia. Check the newsletter for occasional alternate sites. **SEE YOU THERE**



FIRST CLASS MAIL

**Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 22183**