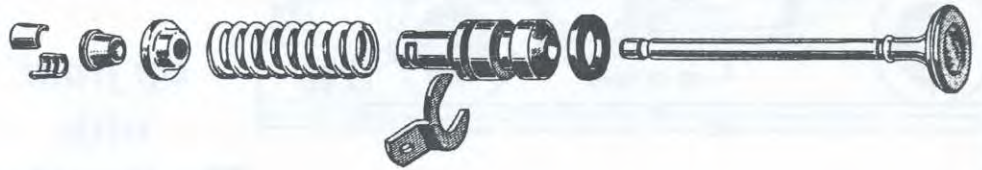




Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XXI, No. 7

July 1998

Cliff Green, Editor

MIDDLEBURG GARDEN TOUR A PERFECT DAY!

By: Hank DuBois

The weather forecast for tour day, Saturday, June 13, was grim. It called for warm, humid, unstable weather with sever thunderstorms likely in the afternoon. After a three-way conference call between myself, **Cliff Green** and **Jim McDaniel**, both of which were watching doppler radar images on TV of the rainstorms moving eastward from the Shenandoah Valley toward Middleburg, the tour was scrubbed for Saturday. We decided to reschedule the tour for the next day, Sunday.

It turned out to be a good decision, for Saturday hammered the northern Virginia area with sever weather, and by Sunday it had blown through and the weather was perfect.



It was a warm, sunny morning as **Cindy** and I drove in our '35 coupe to Fair Oaks Mall to meet **Jim** and

Char McDaniel with their '51 Tudor sheriff's cruiser, complete with shackled "prisoner" in the back seat (a large stuffed bear in prison garb named "Earl").

Bill and Liz Simons also joined us with their '34 Tudor.

Because of the one-day rescheduling notice, we lost some club members who had planned to attend, but who already had other commitments for Sunday and couldn't make it.

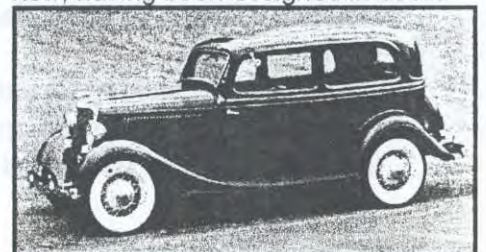
Driving out Route 50 with our own police escort, we met **Bill and Louise Vincent** with their '51 Fordor at Gilbert's Corner, then continued on to the Garden Market in Middleburg to purchase tickets for the tour. Having successfully escorted us to Middleburg, Jim became the official tour photographer for the rest of the day.

All of the photos accompanying this article were taken by Jim with his new Minolta digital camera—a bona fide gadget of the highest order.

We began the tour at *Southerly*, located about four miles southwest of Middleburg on Zulla Road, a

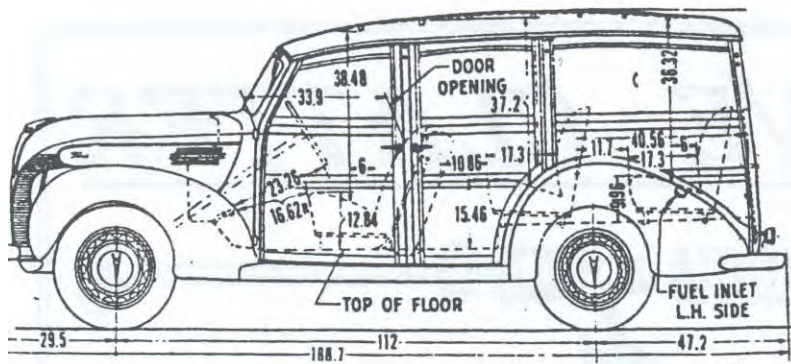


Virginia scenic byway lined with stone-wall fences in prime Middleburg horse country. The formal walled English main garden at *Southerly*, with parterre-style beds, was lovely. These beautiful gardens are relatively new, having been designed in 1988.



The back of the house featured two 35-foot espaliered crab apple trees against two large chimneys. The crab apple trees were groomed to climb the chimney wall for three levels, up to the roofline.

(See **MIDDLEBURG** on page 5)



Up front with The President



JULY 1998

- Greetings to all of you loyal Ford fans and those attached to loyal Ford fans. Barbara and I hope your summers are off to good "starts", and we wish you a relaxing season.

I have to share a story on restoration frustration. **Eric Sumner** and **Hank Dubois** agreed to help me put the transmission together on the 39. Eric brought some special tools from work and Hank brought his smile and a transmission for a reference that he has (which Bill Vincent put together). I brought all the parts we needed - or so I thought. We got rolling pretty good at 5:30 p.m. Tuesday and shortly discovered that a small key was broken and no parts books offered it. But, yes, we have a spare transmission that might have the key but it was rusted solid. Now it started raining hard - really hard.

Two hours later we had the little key and we resumed, hoping to finish. At 10:30 p.m. (still raining) we found that we did not have a main shaft oil slinger. We quit! Two Day Air and \$1.20 later, we had the oil slinger and regrouped on Sunday at 10 a.m. As soon as Hank walked up the driveway it started raining, and it all seemed like we picked up right where we left off... and, it would only take an hour to finish.

The details are not pleasant, but at 4:30 p.m. we were finished. We now have a beautifully rebuilt transmission. We salvaged more parts from the rust pile and took the top off the transmission in the 39 Deluxe to check out the oil slinger in it. In all, we used or referenced four transmissions to get the job done. Hank and Eric did a brilliant job on this, and they really showed their talent and what it takes to restore just one system on a car like this. I have great respect for all of you restorers out there. Thanks Cynthia, Nancy and Barbara for your patience.

We are looking forward to all the reports from Dearborn, and I know that all of you who could not go are just as disappointed as I am. I hope those who went got some pictures to share at the picnic. Let's all show up at Nottaway for the picnic. It's always a lot of fun and a good chance to visit a little.

Remember, if we all do a little, together we can accomplish a lot!

Dave

THE BIG AMSTERMOBILE

BREAKDOWN

by Hank Amster

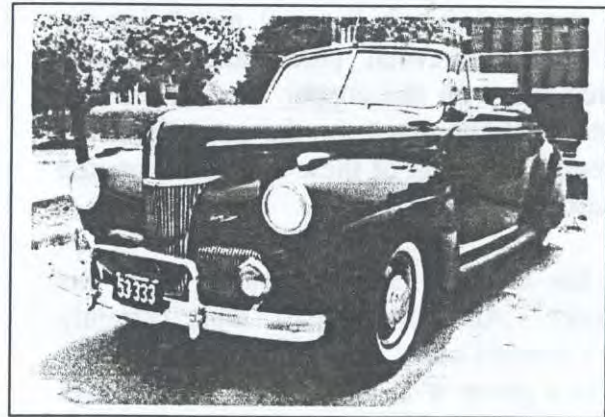


The editor, reporting on the Willowcroft Winery tour in the last edition of *VALVE CLATTER*, obviously embarrassed me by publishing that my trusty '41 broke down on the way home. Now he has further compounded this situation (twisted the knife) by asking me to write an article detailing the circumstances of the breakdown and the troubleshooting leading to the fix! I guess there's nothing else to do but come clean on the whole deal since he told you to stay tuned as to what went wrong. So here it is.

Cruising along at 60 miles per hour southbound on Route 15 between Oatlands Plantation and Gilbert's Corner, the engine in my trusty vehicle suddenly cut off without warning. Since the temperature was in the nineties that day, my first thought was the flat head nemesis: vapor lock. So as I started slowing down, I quickly flicked on the switch for my auxiliary electric fuel pump and said a quick prayer, all the while pumping the accelerator. But it was to no avail as I glided to a stop on the shoulder of the road along the most deserted stretch of that highway. Since I had left the winery shortly before the rest of the gang, following **Bob & Jane Wild**, there was no one in sight behind me. Bob and Jane returned when they noticed I was missing, but I sent them on their way because I knew they had an engagement in Warrenton and expected the rest of the crew to come along shortly. They did, but it was more like longly rather than shortly since they detoured after leaving the Winery for a gas stop.

I always make it a point to carry my cell phone when driving the old car, but of course this time I forgot to bring it and it was at home in Bea's purse. A couple of motorists

stopped to ask if I needed help before the rest of the group arrived, but I declined except to use one fellow's cell phone to call Bea and say I would be late coming home. She arrived twenty minutes later, just shortly after the shade tree mechanics (there was neither shade nor trees at that spot, just hot 92 degree sun). Roadside troubleshooting under those conditions was less than exhilarating. First we checked for a fuel problem, but the gas fumes and carburetor leakage ruled that out. We checked for spark at the plugs, and got none. We changed the condenser and coil conversion plate on the distributor (I was running a modern coil) using spare parts carried for such emergencies, but still couldn't detect a spark at the distributor. And of course, I continued cranking but the engine wouldn't come to life. At this point, I decided we had to give up, and after much thanks for their assistance and enduring a less than comfortable situation, I sent the **Burns's, Vincent's, Du Boise's** and President for Life **Lombard** on their way as I called AAA for road assistance on the cell phone from Bea's purse.



About thirty minutes later, a rollback from the Gainesville Exxon arrived. We loaded the car on board backwards at my request, drove it home, backed the truck into my driveway, and rolled the car off into my garage. The driver commented "Gee, that's the oldest car I ever towed". That certainly made my day.

(Continued Page 4)

AMSTERMOBILE (from page 3)

The following week began the job of figuring out what happened to the Amstermobile. The first time it ever let me down on the road. With Cliff Green on the phone providing me counsel, I again ruled out a fuel problem, and checked the spark in the darkness of the cool garage rather than the 92-degree sun on the roadside. However that first roadside diagnosis held up. No spark! Next I was instructed by Dr. Green to hook up my voltmeter to the incoming side of the coil. I did and it showed 6 volts. That meant the juice coming from the battery through the ignition switch to the coil was OK. (The resistor under the dash wasn't considered because it is bypassed when a modern coil is used.) Next my advisor told me to hook up the voltmeter to the outgoing coil terminal.

I did some, and it showed the normal 3.5 volts coming out of the coil, verifying that the coil was operating properly. Since I had already replaced the condenser and distributor – either rotor or points a fault. So I pulled out my spare distributor, which had previously been rebuilt and tested by Carl Anderson, replaced the ailing one and SHAZZAM, the engine roared at the first push on the starter button. We later looked at the removed distributor, and noted that the points were somewhat pitted and the rotor appeared worn on the copper band. We also detected a slight crack in the rotor bakelite. Apparently any or all of these conditions caused the breakdown.

There has to be a “lesson learned” from this experience. And for my part, there certainly was: 1) Always carry a cell phone. 2) Always travel in a group it at all possible. 3) Always carry a voltmeter with you – mine is a miniature one from Radio Shack, which fits in the glove box. 4) Carry an abundant supply of spare parts. 5) Follow a logical process of elimination in determining the source of the problem. 6) Don't break down!

ALL FORD CARLISLE – Worth the trip

Steve Dawkins

Hank Amster and I roared into the All Ford Carlisle grounds just after 9:00 a.m. on Friday, June 5, the first day of the three-day show. While smaller than the spring or fall Carlisle shows, this All Ford Carlisle is really all Ford. With nary a Chevy or Mopar sign in sight, all you see is that blue and white logo with Ford on it, and the occasional Mercury or Lincoln sign.

Two 1939 Mercury four-door sedans stood out in the car corral, the first a nice original model in tan that would take well to restoration listed at \$6,700. The second, a black four-door, had been left outside too many winters and struck me as rough all around. No price listed here.

Hank and I looked for 1940 and 1941 distributors, but found lots of 1936 models. Wonder why? In the way of treasures, I found a 1940 salesman's training aid that compares the 1940 Mercury with the 1940 Packard 110. The latter is treated with contempt all around and the comparison is fun to read. I found a NOS oil pressure gauge for my '40 Merc and bought it for \$15 and lots of talk.

The treat of the day was the chicken corn soup that Hank introduced me to. I finished it off with some Shoo Fly pie, but I cannot figure out what it was made of. Not bad.

The All Ford Show at Carlisle is far smaller, of course that Hershey but this one is all Ford. The emphasis here was on the later years rather than those related to flatheads. Lots of mustang goodies as well as fifties and sixties fleas are in abundance, along with T-Bird items. The number of vendor's spaces was really surprising, encompassing most of the rows behind the grandstand from the entrance gates to the rear fence.



MIDDLEBURG (from page1)



Southerly also had a large cutting garden visible through iron gates, and a fishpond with aquatic plants near the backyard gazebo.

After extricating Bill Simons from a group of ladies in the parking lot admiring his '34, a rather difficult and time-consuming task I might add, we traveled back to Middleburg to visit *The Hamlet*, right in the village of Middleburg.



This small, very charming garden was designed by the owner and begun just two years ago in 1996. It was a young and beautiful garden, and the owner experimented with various plant material. Although the garden is very young and immature, the design and color are beautiful.

In the tent out front of the house, from which garden club members greeted the visitors, they had a photo album book by the owner



showing the "before" and "after" photos, and about fifteen pages of "in-between" photos. It looked very much like the albums we've all seen that have been filled with photos of fenders, bumpers, tires,

and engines from old work-in-progress V-8s, instead of concrete, backhoes, gravel, and bricks from work-in-progress gardens. It was obvious that we both share a love for our respective hobbies.



The garden club members enjoyed the old V-8s, and before we left for a picnic lunch near the Middleburg Garden Market, Jim drove his sheriff's cruiser into the owner's driveway so the garden club members could admire it. Of course they had to witness first hand the red lights and siren.

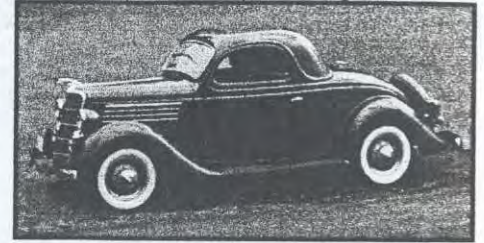


At our picnic lunch in the shady park, we planned the rest of our day. One of the scheduled stops--*Sherwood*--was closed due to storm damage from the preceding day (another sign that we made the right decision to postpone), so we decided to visit the *Wingfield Farm* north of Middleburg, which has more that 14 separate gardens and special points of interest.

We crossed Goose Creek on the new bridge that had just opened that Friday afternoon. Just beyond the bridge we encountered a large tree blocking half of the roadway--another reminder of the previous day's good decision.

Maneuvering past the tree, we found the long crushed-rock drive

to *Wingfield Farm*, where we were given a special map of the gardens.



The rolling grounds included an urn garden, pools and waterfalls, sculptures, rugosa roses, evergreens, and topiaries, to mention just a few of the attractions. This was also a relatively new garden, and was manicured to perfection by five (count 'em!) full time gardeners who maintain the grounds. This place was impressive, a magnificent estate that not only offers an extensive variety of gardens, but also provides an exceptional view of the Virginia countryside!

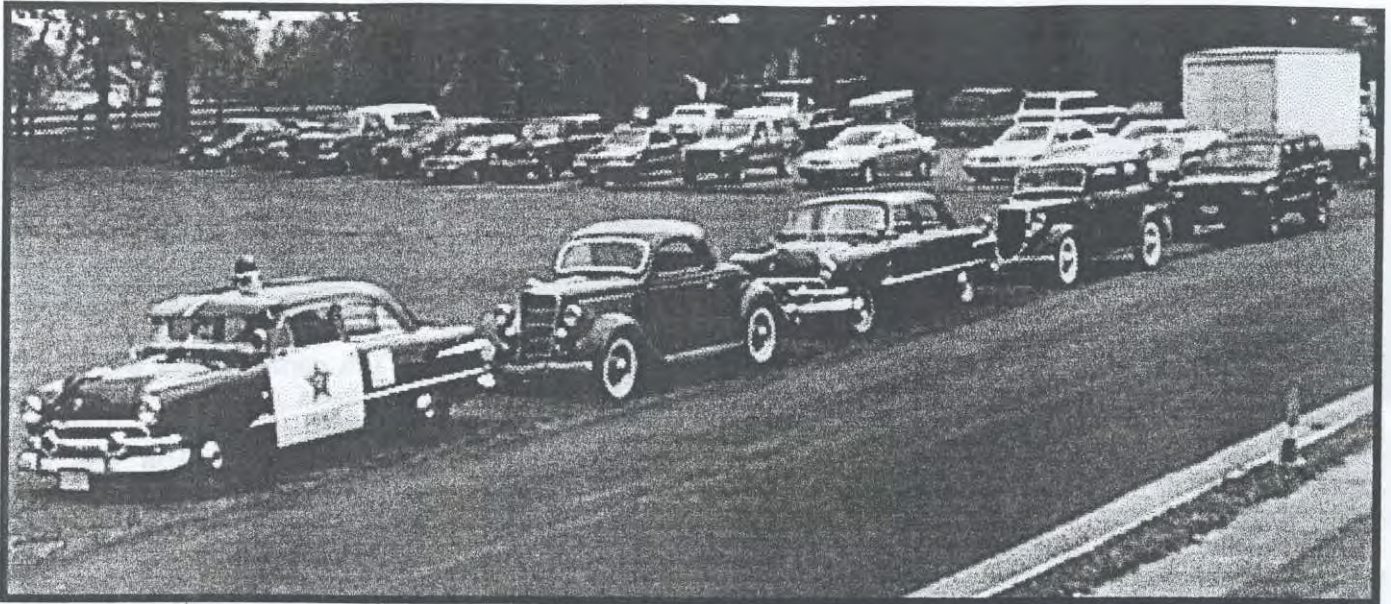
From *Wingfield Farm*, we drove to our last stop at *Glen-Ora*, which is south of Middleburg. Sixteen-year-old George Washington surveyed this property in 1747.



In the 1960s, *Glen-Ora* served as a country home to President and Mrs. John F. Kennedy while they built their own country home--*Wexford*--near Route 50 between Middleburg and Upperville. Later President-to-be and Mrs. Ronald Reagan stayed at *Glen-Ora* during his first election campaign. The original garden at *Glen-Ora* was laid out in the mid-1800s and has mature trees, azaleas, dogwood, and a variety of annuals and perennials.



(cont.)



We all departed Middleburg together and toured eastward toward home, with each member peeling off as we neared our respective homes.

All in all, it was a thoroughly enjoyable day. The weather and the company were just right, and the V-8s ran well and attracted a lot of attention. Everyone agreed we should do this tour again next year.



Early Ford V-8 Club of America

JUNE MEETING FEATURES

DETAILING AT JERRY'S

COLLISION CENTER

EDITOR

Dawkins, Blum, Amster, Dubois, Burns, Karr, Selley, Green, Westrate, Potter, McDaniels, Maunder, Cummings attended an interesting meeting at Jerry's Collision Center to learn and watch automotive paint technical sales rep Tom Brown, from ICI AUTOCOLOR, demonstrate how to care for paint.



V8'ers in the shop

In the class room we learned how dangerous it is to work with paint products. The body is like a sponge and soaks up everything through the skin –

- ❑ Lacquer thinner is not for cleaning paint off hands – it absorbs through the skin and in five minutes it is in the kidneys!!
- ❑ Disposable paint masks with filters on the end, which are mist particle, are best.
- ❑ The cartridges must be matched with the materials being used. Don't use a paint mask when sanding plastic. Plastic filler gets in your lungs and stays there! Mr. Brown asked us if we know many old painters.
- ❑ When using products ask for the MSDS sheet prior to using materials or call 1-800-CHEMTEC.
- ❑ You want to know the temperature of volatility, the reaction to the body and antidotes. Mr. Brown related that the volatility is nice to know because less than 15 gallons of material will level your house! He said the best place for paint cans is outside or in an explosion proof cabinet.
- ❑ Use disposable paint suits – 10 for \$35

Now that Tom got our attention about the dangers, he talked about what paint likes. It does not like wax! Wax builds up and dulls the paint. Notice the difference between the door jams and the exterior body color. Wax will change the color with the sun UV rays. He recommends using a cleaner and glaze. Glaze will feed the paint. Also, wax is not necessary

with our collector cars because they are garaged. When you wash the car use only a few drops of dishwashing soap as a lubricant to chase the dirt off with water above a sponge.

We then retired to the shop area with goodies bags of information and sample products thanks to ICI. Tom demonstrated how to remove small surface scratches from paint that have not been scratched into the primer. The secret is using the correct pad and materials. Use a sponge type pad or bonnet to polish concave surfaces. Carpet type pad produces the best burnishing action and the highest gloss. Lamb's wool for nonabrasive and sealant type polishes.



Dave Blum and Shop Manager Tony Hudson

Cleaning glass: use a liquid cleaner containing ammonia. One of the most difficult things to clean from glass inside a car is an oily haze that accumulates on the glass. In many cases, the haze is a plasticizer type of oil that evaporates from interior vinyls or other coated parts under certain hot temperature conditions and condenses on the glass. Ammonia or vinegar is required to "cut" and remove this oily substance.

We want to thank Dave Blum for arranging this meeting and to Tony Hudson the manager of Jerry's Ford Collision Center for obtaining Tom Brown to speak to us. It was an interesting evening.



Tom Brown demos with the polish and pad

CALIF. OLD CAR EXPERIENCES

Editor

Upon visiting my son in Oakland, I took the opportunity to go to the **Blackhawk Museum** in Danville, Calif. It is an experience that all old car enthusiasts should partake along with their significant others, as all will enjoy the entire day. The museum is located as focal point of an upscale open-air mall with water falls, rivers and ponds through the layout. So, when the wives are saturated with old cars, they can drift into Sak's. The layout of the museum is an architectural delight. The cars are featured on two floors with a mezzanine level in-between to overlook over the first floor collection.

A visual impact is achieved by the interior design: black marble floors with black painted walls and ceilings. Discrete spotlights illuminate the cars. The effect is stunning as the cars are all perfectly restored and most are painted in the exotic optional colors. To start a description of the display is like telling one about the expanse of Hershey – you can explain how great it is for 10 minutes and one will still be impressed! The collection is mostly of one off a kind (Gia GM concept cars of the 50's), customized classics (Mahjah RR hunting machine in silver), famous cars (Clark Gable's Dutsenburg) and low production classics (\$10 million "Royal" Bugetti), about 100 in all. There is a library and gift shop attached.

The second event during my visit was to **"Woodies on the Wharf"** in Santa Cruz. This picturesque beach town hosted over 100 Woodies this year, at the tip of it's famous Wharf. It was perfect weather to view the N. Cal. version of "Wave Crest"! Of course I was in Hog Heaven with all that wood. I was most impressed with a completely original, right down to the roof material, 1932 Ford Model "B". The majority of the wood were Fords, of course, and they came in all varieties, stock, roded and unrestored – most had surf boards on top or hanging out the back. There was no flea market, only a *Woodie Times* booth selling woodie goodies.



Grandpa made two of these strollers for his twins. The babies are both asleep being push down the wharf with everyone taking photos. The tops unsnap for access. He will convert them to pedal cars by taking out the beds.

POLICE CAR PLACES

Jim McDaniel reports that his black and white received a 2nd place award in the people's choice at the Leesburg Lions Club Show in Leesburg



STEVE PIEPER

3047 PROMENADE PLACE
HERNDON, VA 20171
'32 3 W, '33 3 W, '36 5W

STEPHEN SMITH

1340 LAKE SHORE DRIVE, HERNDON, VA. 20171
1941 TUDOR

MIKE MOTE

307 BIRCH POND LANE, FAIRFAX, VA. 22033
1934 FIVE WINDOW COUPE

WAYNE HANDY

6361 LAKEWAY DRIVE, MECHANICSVILLE, VA 23111
1936 TUDOR, 1936 CONVERT. SEDAN

ROBERT KRANICH

6129 VISTA DRIVE, FALLS CHURCH, VA. 22041

TREASURY AUDIT IS FREE OF MATERIAL

MISSTATEMENT David M. Blum conducted an audit of the club books and has found no discrepancies in evaluating the overall financial presentation and has presented a report to the Board of Directors stating such and such!!

FOR SALE

1949 Packard, Four Door Sedan, Super Eight, Twenty third series -Second Series Straight Eight Engine (60,000 original miles), Automatic Transmission, Michigan Car, second owner, some rust, nothing major, needs interior upholstery: seat covers, side walls and head liner, all window garnish trim has been re-woodgrained, and the dash has been redone. The Exterior chrome, (Bumpers, grille, badges and trim) needs replating, floor boards on interior side need clean up and surface blasting for a repaint. A good project car for the Packard enthusiast. Its all there, just needs some restoration in the right hands and a little TLC. \$2,000.00 Firm Serious Offers Only Please. Contact Mike Bellafaire at (540) 659-9730, or David Snyder Sr. at (540) 659-2499

FLASH

1st place

Just in from the Sully show: The recipient of the 1st place award in light commercial class went to our own **William B. Selley** for his '41 panel. In the '42-51 Ford class: 1st place to **David Blum** with his '46 convertible. New member Mike Mote was awarded 3rd for his '34 coupe. Congratulations. More in the next issue about the show.

GRAND NATIONAL DEARBORN

The editor just returned from the National meet and will accumulate the stories for next month issue. Look for Bill Simons tale on driving his '34 tudor out and back.

FAIRFAX HERITAGE CAR SHOW RESULTS

Meet coordinator Tom Shaw reports that a meeting of the participants has yet to be held because of illness to Barbara Matirich. She hopes to be better for a July 21st gathering of the committee. It is safe to report that the clubs treasury will be enhanced to the tune of around **\$2,000!!!!**

CALENDAR

July

- 9-11 Grand natl AACA Meet , Cherry Hill, NJ
- 11 All Ford Show, Frederic Motor Co, Rt 40
Frederick, Md
- 12 Natl Cap Reg. V8 show - Brookville, Md
- 14 **NVRG Annual picnic, Nottaway Park**
- 24-26 Summer Carlisle
- 28 **NVRG Director's Meeting**
- Jul 31-Aug 2 35th Annual Das Awkscht Fescht,
Memorial Park, Macungie, Pa.

August

- 8 Fredericksburg AACA Show
- 11 **NVRG Monthly Meeting**
- 15 23rd Annual Tobacco Trail Antique &
Classic Car Show, Allen Pond Park, Bowie, Md.
- 16 Francis Scott Key Car Show, Rose Hill manor,
Frederick, Md.
- 22-23 Virginia Wine Festival
- 23 Smolenyak Antique Auto show, Smolenyak
Estate, Great Falls. Food is FREE, admission is FREE
- 25 **NVRG Monthly Meeting**

September

- 8 **NVRG Monthly Meeting** Running boards
- 13 Mt Airy - 29 th annual Sugarloaf Region
AACA meet
- 12-13 **Annual Lebkicker Tour**
- 13 Out of the Past Review - Vern Parker's "Times
- 20 7th Annual Cobweb Classic, Luray, Va
- 20 Bull Run Region AACA, Manassas, Va
- 20 Piedmont Region AACA, Charlottesville, Va.
Dick McIninch 804-361-2568
- 27 Strasburg Rotary Club, Belle Grove Plantation,
Middletown, Va
- 29 **NVRG Directors Meeting**

October

- 1-4 Fall Carlisle
- 7-10 Hershey
- 13 **NVRG Monthly Meeting**
- 17 Rockville
- 27 **NVRG Directors Meeting**

Call Editor for addition to this list - check date for sure!

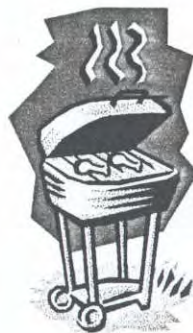
NVRG ANNUAL PICNIC



Tuesday, July 14, 1998

6:00

**NOTTAWAY PARK,
VIENNA**



**The food is cooked and provided by the
Board of Directors. Bring your own
ice, beverage and lawn chairs
RSVP: Hank Amster 753-9575**

(Two volunteers needed to cook)



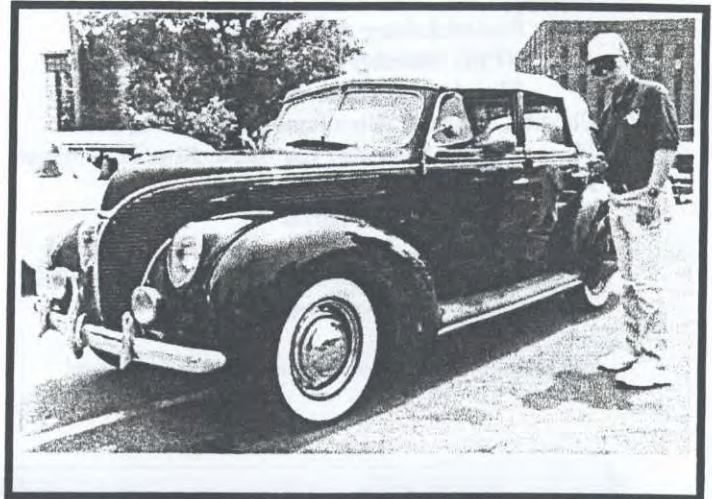
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CLUB PICNIC
6:00 TUESDAY 14TH
BEHIND HUNTER HOUSE
NOTTAWAY PARK
VIENNA
BRING YOUR DRINKS AND
SOMETHING TO SIT ON
RSVP: HANK AMSTER 753-9575



FIRST CLASS MAIL

Regional Group 96
Early Ford V8 Club
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