



VALVE CLATTER

Northern
Virginia
Regional
Group



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

Volume XXII, No. 8

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Cliff Green, Editor

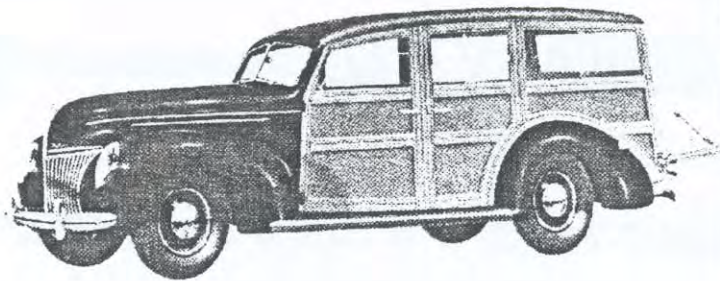
NVRG PICNIC HUGE SUCCESS!

62 members and 3 children enjoyed the beautiful and most unusual July weather to participate in the annual NVRG picnic. The club picked up the tab for the food catered by *Red Hot and Blue*. A big thank you for **Bill Simons** for picking up all the food and **Hank and Cindy Dubois** who set up the tables and prepared the food for distribution.



Cindy Dubois prepares all the fruit for dessert





UP FRONT With the President



Barbara and I have been away in Michigan and Florida on family business for the better part of a month, and we are happy to be back with all of you fine folks. We are sorry we missed the picnic and other events, as by all accounts they were first class. I went looking for Valve Clatter in the pile of mail on the kitchen table first thing when we got home (in truth, I looked at Woodie Times first). The July issue of Valve Clatter was great. Hank Amster, Hank Dubois, Cliff Green and Jason Javaras all made major contributions with detailed stories and articles. We all thank them for taking the time to write and put it all together.

While away, we did do some important club work. Tired from 13 hours on the road, just before dark we checked into a motel on Flagler Beach on Florida's east coast. We discovered that the place was full of the owner's antique collection. Stuff was everywhere! The Topaz Motel/Hotel has been there forever, and the restaurant and rooms in the original building are floor to ceiling with items of interest. There were lots of primitive car toys, bikes, wagons and even a woodie wagon toy that was about 12" long and has to be one of a kind. I went out back for ice and discovered a garage that had a glass wall and large windows in the overhead doors, which revealed the owner's full size car collection. The building was fully lit for display and climate controlled. Housed there were a 1949 Studabaker pickup, a 1936 Chrysler Airflow, a beautiful cream & red Bantam, and two 1938 Packards.

Remember to vote for the Lebkicker Award as you make your plans for this tour in September. The details are being finalized. This is always a wonderful weekend for the Club. There were six new members listed in the July VC, and we are talking to others who have expressed an interest in the club. We welcome you and your families to the Club and hope you enjoy the people and events as much as we do!

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

Dave

LIFE IN THE FAST LANE by Bill Simons

There were a great many sights to see and things to do at the recent Eastern V-8 meet at Charlotte (now Lowes) Motor Speedway. The show field for the V-8's was the infield of the speedway, and, all day Thursday, while I was looking at the show cars and scouring the flea market, I noticed that there were NASCAR racers roaring around the track. Because we were, after all, in the infield of a major speedway, I didn't really give it a second thought.

But then came Friday morning, a bright, clear, sunny day, and, again, several racecars were whizzing periodically around the track. About mid-morning, I overheard a conversation between two V-8ers about a NASCAR driving school that was being conducted on the track while our V-8 meet was going on in the infield. Interesting, I thought, but not as interesting as what I heard next. It seemed that the students went to lunch between 12:00 and 1:30, and, during that time, a couple of instructors would take NASCAR wannabes (like me) around the track as a passenger in a race car.

About the same time, I saw Bill O'Donnell of the NCR club, and he had already made his reservation and purchased his ticket for \$90. At noon, Hank Dubois and I wandered over to the pit area where the rides began and the line of riders was starting to form. There were two cars available, each loading a passenger, taking three laps at considerable speed, and then returning to the pit. After seeing the grins on the faces of the exiting passengers, I made the snap decision to participate. When would I ever again have the opportunity to experience the thrill of riding in a NASCAR car around Charlotte Speedway...or any speedway, for that matter! For me, it was a 'no brainer'. (I'm sure that for some others, including Hank, what I was thinking of doing literally was a no-brainer!)

I asked the person in charge where to buy a ticket, and he directed me to a small office nearby. There, they told me that no ticket was necessary, and that I could just get in line. I did just that! There were about 7 or 8 persons in line ahead of me, including Bill and Josie O'Donnell, so I had a while to think about my decision. My confidence was not enhanced when we all heard the unmistakable screech of skidding tires and the crunch of metal somewhere on the track, but out of our sight. Immediately, all activity on the track ceased, and, before long, a young woman who had been about 4th in line ahead of me, came around the track in a golf cart, announcing, "We hit the wall! We hit the wall!" There were a lot of uneasy jokes made about charging extra for the experience of crashing. The guy in line in front of me immediately held up his ticket and asked the crowd, half-heartedly, if there were any buyers! We all laughed nervously.

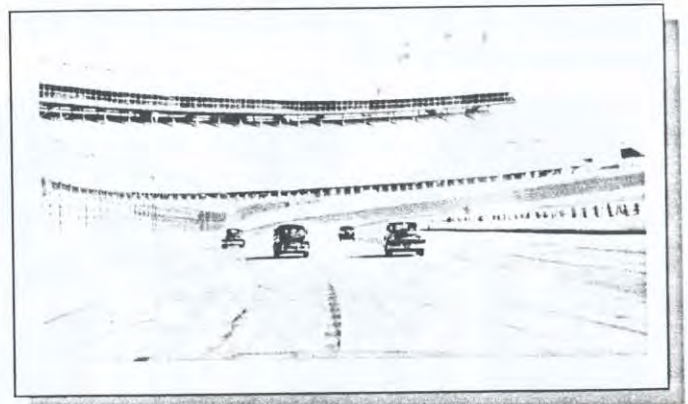
I had a twinge of apprehension, but it disappeared as soon as the track was cleared of the wreckage and another car

was pulled into service. Soon, I was next in line. I gave my credit card number, signed a waiver of rights form that was so one-sided that I swear it said that, if I were injured during the ride, they could sue me! I was fitted for a helmet, and, with my daughter Susan and Hank Dubois looking on, I climbed through the passenger window of Jeff Gordon's #24 Chevy Monte Carlo. I sat on a very small seat while an aide strapped me in with a lap belt and two shoulder belts criss-crossed on my chest. My feet and hands were braced on a spider web of roll bars that seemed to run in every direction inside the car. My driver said two words: "Hold on!"

With exhaust pipes screaming, off we roared! Out of pit row, we came onto the track at the start of a straightaway, and, when my driver hit the accelerator, the G-forces forced my head and body hard against the seat. I glanced to my right and was surprised to see nothing but wall!! We were as close as 4-5 feet from the side wall, which was nothing but a blur. Quickly re-focussing my eyes on way lay ahead, we came into the first turn high and then dipped low into the turn. About mid-way through, he hit the gas and we accelerated into the second straightaway. We repeated this process for three noisy, vibrating, white-knuckle laps before rolling into pit row. What a thrill!

Before unstrapping myself, I asked the driver how fast we were going at the top end, and he replied that it was between 160 and 165 MPH! Was it worth the money for three laps? You Bet! Would I do it again if I had the chance? Absolutely!

LIFE IN THE SLOW LANE



Bill neglected to mention that he also drove his '34 for three laps around the track. Groups of about 40 V8's took the spin without limitations! I took the Hardesty's and Dave Westrate with me in the woodie - there were some anxious moments (attested by Dave's hand prints on the dash) when we mounted the lower bank curve. I indicated 70 mpg (without overdrive) and V8's were passing me higher on the curve! You could hear their tires squeeling from the side load! All the drivers enjoyed the experience and received a plaque stating they drove the laps. *Editor*

UP, UP AND AWAY!!! *By Wendy Pieper*



Most of us have caught a Frisbee or a baseball or even a cold, but have you ever "caught a thermal?" No, I'm not talking about the traditional waffle-like underwear worn under snowsuits and ski wear, I'm speaking of a "magical carpet ride" in an engineless airplane. It's the "organic" way to fly --- naturally, like a bird!

Our 7th "V-8 Tour 2000" began as usual in the Fair Oaks parking lot. The "fearless flyers" showed up to caravan out to Lovettsville, VA where the weather played games with us from cool clouds to rain drops and finally to hot sunshine. **Cliff Green's** former American Airlines flying buddy, Jan Scott, was our host at his 60 acre "farm" where he "raises" glider planes - literally! His one-month-old plane made in Germany served as our glider tow plane and doubled as a passenger plane for riders. It's unique characteristic was that it was able to become a glider plane once its engine was shut off.



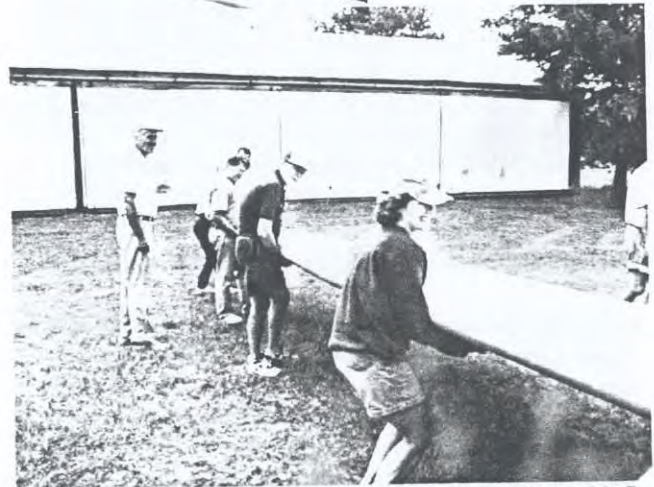
After taking a tour of the various aircraft housed in Jan's expansive "hanger", Cliff announced it was time for the picnic --- well, at least HE had HIS food! Since the majority of us hadn't read the fine print in the newsletter, we made a run to the local sub shop to grab some grub. My only question was why we chose to eat BEFORE taking our plane rides! We sang a rousing chorus of happy birthday to **Buzzie Potter** who turned 83 years young on this very day, and his present to himself was a brand new

convertible that had a "3 second top"! Then Cliff began to take a head count of who was actually brave enough to go "up, up and away."

The two options were pretty clear: - \$10 for a ride in the new, high tech single engine glider/plane OR - \$20 for a ride in a 1940 army-turned-navy glider plane that was literally put together for us right before our very eyes!!! (Actually, some of us participated in the assembly) The hot sun and our full bellies must have had an impact on our logic because not only did I opt to go up in the antique glider, but **Louise Vincent** was in line to go aloft with Jan in his high tech flyer. Bill Vincent looked on with love and concern as his wife Louise was given a goose (She claimed that she needed a BOOST!!!) by Cliff into the compact cockpit. When Jan proudly announced that Louise was his oldest passenger ever in this new plane, and she responded by asking for a senior citizens discount!



*Louise gets a ride
NVRG helps assembly*



Debbie Richlen was first up, and then Louise and finally Cliff go to share the cockpit once again with Jan. We'll never know who was actually at the controls, but they landed with smiles on their faces, which means they both had an enjoyable flight! Then it was time for the "brave hearts" to take their turns in the sky. A few last minute adjustments, testing the tow line release and saying prayers! **John Girman** and I were the "lucky stars" (Cliff drew stars on paper and we had a lottery drawing) chosen for this maiden voyage of BIG YELLOW. It was beauty before age and flattery turned to fear at being first up!

Although I had been up in a glider before and remembered how peaceful it was up there, I'd never flown in an authentic, only-one-of-its-kind-flying-today glider! As we got pulled

Glider tour (cont)

down the runway, then up, up, up into the wild blue yonder, I got butterflies in my tummy at the beauty below and the sound of the wind whistling all around me.

One-two-three PULL --- and we were on our own --- no more engine noise, just Jack and me and the birds that were as brave as us to be that high up! We "jumped" from cloud to cloud, being pulled upwards as we circled 'round and 'round in the thermal we had caught. The glass bubble that surrounded our heads allowed me to see 360 degrees, which was quite a thrill as he dipped towards the ground below on our return home. What amazed me most was how he was able to plan precisely getting us back to where we started with no engine to assist us, just the wind and his expert ability to glide.



John Girman will glide also

As a side note, we discovered that our glider pilot's mother had just passed away the day before, and he felt obliged to keep his commitment to the V-8 club and take us up for rides. A very big heart, and I'm sure he probably felt closer to his mom, being up in the sky doing what he loved most.

J.B. NETHERCUTT COLLETION

Jason Javaras

Recently, while in Los Angeles, I had the opportunity to visit a really neat auto museum. The J.B. Nethercutt Collection at San Sylmar, Calif. is housed in a huge custom-built building located about 45 minutes North of LA. Nethercutt is the heir of the Merle Norman Cosmetics fortune and apparently has a lot of money to indulge his passion for classic motor cars. The collection consists of over 200 cars and has gotten so big that he is building a second 100 thousand square feet museum across the street. In addition to automobiles, the museum also exhibits a world class collection of "automatic and reproducing" musical instruments - read that Wulitzers, pipe organs, etc. from the turn of the early 1900's. The overall theme is functional fine art and everything in the museum, cars, instruments, antique furniture, etc. are all restored and maintained in excellent condition and are all used regularly. The four story building itself houses a grand salon that is all marble, crystal chandeliers, and hand

painted ceilings. A special airlift was designed to move the magnificent concourse-class automobiles around to avoid scratching the marble floors.

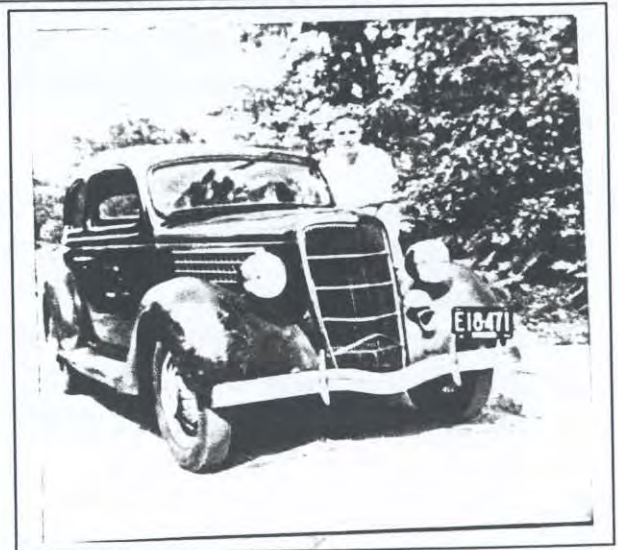
The two hour guided tour is conducted by the curator, Byron Matsonk, an eloquent and knowledgeable gentleman with a booming baritone voice. Among his many duties, he has the enviable job of "exercising" the automobiles regularly. Let's see, shall I take the Deussenberg today or one of the Rolls Royces? Many of the custom-bodied cars were previously owned by the rich and famous such as Valentino, Howard Hughes, Fatty Arbuckle, etc. The 30 or so cars on display are constantly being rotated from the warehouse that maintains the collection. Concerts are conducted periodically in the ballroom housing the incredible Wulitzers and Orchestrons. As a part of the tour many of these handcrafted instruments are demonstrated in the concert hall and the sound is incredible.

Several things set this museum apart from others you may have visited. One, all the automobiles are restored by the museum staff. They carefully research each project, and take great pains to use the same processes to replicate, cast or machine duplicate parts as were used originally. This goes for everything in the museum. Two, everything is displayed without velvet ropes to keep visitors away. Even the antique furniture is used by the staff and visitors. Three, although you have to make reservations for the tour, admission is **FREE**. What a deal.

When the new facility is opened later this year, the collection will have on display a newly obtained steam locomotive from Pennsylvania and a restored private railway coach in addition to a whole lot more cars.

On the way back from this visit (in February), I stopped for a light a block from my hotel and looked in my rear view mirror to see a beautifully restored 1950 Ford woodie (with surfboard on top) following me. It must be nice to drive your V8's year-round. Oh well, Please take note of the phone number for tour reservations if you get to La (818) 367-2251

AUGUST MYSTERY MEMBER



Sixth Annual Lebkicker Memorial Overnight Tour

Sat/Sun Sept 16, 17, 2000

This year's tour route will originate at the Fair Oaks Mall and travel in a clockwise direction into Maryland over the Wilson Bridge. Following our itinerary through many scenic areas of southern Maryland, we will return to Virginia via Rt. 301 onto the Northern Neck. Travel with us through four centuries across Calvert and St. Mary's counties in southern Maryland where we will never be far from history or water on this activity filled weekend.

SATURDAY: After a comfortable drive through the Maryland countryside, we will start our time travel in contemporary times with our own personal educational staff tour of the Visitor Center and Scenic Overlook of The *Calvert Cliffs Nuclear Power Plant*, Maryland's only nuclear plant. From the overlook you can see across the Chesapeake Bay to the Eastern Shore.



From there we travel south to the little fishing village of Solomons Island where we will check into our overnight accommodations at the *Comfort Inn Beacon Harbor*. Solomons is now referred to as "Little Annapolis" due to its many seafood restaurants, shops, and marinas. After lunch, tour the *Calvert Marine Museum* (don't miss the live otter habitat), the Drum Point Lighthouse, or the Lore Oyster House exhibit. The club has chartered the *Wm. B. Tennison*, an 1899 built "bugeye", for a private harbor and river cruise just before our evening meal at *DiGiovanni's Dock of the Bay*.

SUNDAY: Today we travel even further back in time as we enter the Mother County, St. Mary's. Here, our special guide will help us tour *St. Mary's City*, the outdoor living history museum at the site of Maryland's 17th-century capital. Exhibits include a working tobacco plantation, the Maryland Dove (square-rigged ship), the reconstructed State House of 1676, and much more. Our return to present times will take us to a lunch stop in Leonardtown, continuing on to and over the Rt. 301 bridge into Virginia, Fredericksburg, and then (north or west) to home.

Editor's note: Don and Ken have spent a Saturday driving the route and making arrangements for this tour. They have scouted the area for the best in accommodations, restaurants and sights. The club thanks them for their scouting trip and advance work to make this Lebkicker tour one of the best. The BOD has paid for the harbor cruise and the tour guide in St. Mary's city. These overnight trips are the highlight of the year for the NVRG and a chance to exercise the V8 and meet new friends.

LEBKICKER TOUR ITINERARY

Saturday: September 16, 2000

09:30 a.m. Depart Holiday Inn, Fair Oaks Mall for Wilson Bridge via the Fairfax Parkway.

11:00 a.m. Calvert Cliffs Nuclear Power Plant Visitor Center tour.

01:30 p.m. Lunch and hotel check-in ****YOU MUST MAKE YOUR OWN RESERVATIONS****:
Comfort Inn Beacon Harbor, tel. 1-410-326-6303, 20 rooms are being held in the name "Ford V-8, Lombard". Group rate of \$79. + Tax=\$82.95; includes continental breakfast, in room refig and microwave.

01:30- 05:00 p.m. Free time in Solomons. We have set the Calvert Marine Museum group rate for \$2.00/p. Mention NV Early Ford V-8 Club.

5:00 p.m. Harbor Cruise aboard the Wm. B. Tennison. Departs from dock entrance near Comfort Inn.

06:00 – 07:00 p.m. Social hour at DiGiovanni's Dock of the Bay

07:00 p.m. Evening Meal- Order individually from menu.

Sunday: September 17, 2000

09:45 a.m. Depart Comfort Inn for St. Mary's City

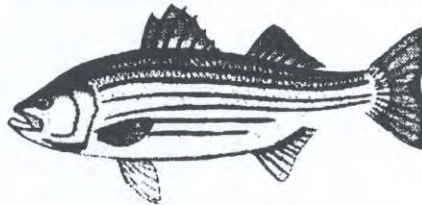
10:30 a.m. Guided tour of living history exhibit. There are four separate sites. We will want to move our cars twice. \$8.00/p

01:00 p.m. Depart St. Mary's City

01:45 p.m. Lunch stop, Perkins' Family Restaurant, Leonardtown

02:45 p.m. On the road again

05:00 p.m. (more or less) Home or Fair Oaks, whichever is closer for you.



IMPORTANT, PLEASE:

We need accurate counts for tour packets and all activity reservation planning.

For info and all reservations (except hotel) Contact:

- ◆ Don Lombard, 703-690-7971 or don.lombard@faa.gov OR
- ◆ Ken Burns, 703-978-5939 or kenb@hskids-tmssc.org

NOT LATER THAN Monday, Sept 4, 2000

MYSTERY MEMBER

Yes, that is your trustie 16 year old editor and his first car. I paid \$25 for this running '35 to drive to my summer job as a busboy in Onset, Mass. We summured on a pond in a remote part of SE Mass, by the Cape. I drove back and forth to work at reckless speeds on the one lane sand roads that serviced the cranberry bogs.. I only slowed to go through mud puddles since the water sprayed through the floor boards. The highlight of the summer was a drag race with my buddies Hudson Hornet – missed second ! I did no maintenance on the car except add oil and at the end of the summer it was towed away – worn out!

EDERICKSBURG AACA MEET

August 12th at the Walker –Grant Middle School is the 43rd annual meet for the Historic Fredericksburg Chapter. We have many NVRG people who belong to this club. Cars must be on the field by 11:30 in order to be judged. Early Ford V8 32-48 have three place awards. Contact meet chairman Bill Venable (540)786-0914

FOR SALE

1951 Ford Business Coupe. Seafoam Green, V8, OD, fully restored. One family owned since new. \$16K 540-347-770 (from Bob Wild)

WEBSITE

Hemmings Motor News has offered to host a website for any club that submits information. **Bill Simons** has agreed to provide the roster, pictures, club history and meeting information to get our RG on the net. Stay tuned!



BURMA SHAVE SLOGANS

Submitted by Von Hardesty off the web

These signs used to appear alongside the highway, each sign containing one sentence of a longer slogan. So you would drive by and the kids would all read aloud each of the signs. (and those kids are now in their 60's) Anyway, some of these can be pretty fun, though it pays to pause between each line and imagine yourself rumbling down a 2-lane road, top down on the Ford convertible, watching America roll by...

Trains don't wander
All over the map
For no one
Sits on
The engineer's lap
Burma-Shave

Approached
A crossing
Without looking
Who will eat
His widow's cooking?
Burma-Shave

When Peter Piper
Pickle picker
Kissed his gal
His beard
Would prick'er
Burma-Shave

Drove too long
Driver snoozing
What happened next
Is not
Amusing!
Burma-Shave

IN MY BACK YARD



Leo Cummings informed me that there was a junked old Ford less than ¼ mile from my house – I said impossible – in Fairfax Station? I walked, following his directions, and lo and behold there it was – a '38 tudor with engine and radiator still installed! It is visible right off the road. Anyone interested?

IGNITION POINTS

(From "Baldy View Point" RG85)

Ignition points gradually develop resistance as they age. This is due to the slight arcing that occurs each time they open or close. This increased resistance in the primary circuit reduces the current flow through the primary, thus reducing the secondary available output. Vehicles in need of a tune-up frequently misfire because of this reduction in available voltage and reduced spark length. As the spark plugs age, they require increased voltage at the same time that ignition output is being reduced because of the additional point resistance.

Editor: It is usually the "break set" of points (drivers side) that arc and pit. The condition and rating of the condenser are responsible to prevent this. By checking the gap and wear on this side you can keep your V8 ignition up to snuff. The "make set" require less attention.

V8 CALENDAR NVRG

August

- 8 NVRG Monthly Meeting, Program: Show & Tell - Refreshments: **John Girman**
- 12 Fredericksburg Region AACA, Walker-Grant School, Fredericksburg, Va.
- 19,20 Virginia Wine Festival, The Plains, Va - Old car admitted for \$5
- 29 NVRG Board Meeting
- TBA NVRG Tour - Virginia Military Vehicle Restoration shop, Manassas

September

- 10 Sugarloaf Region AACA Activities Meet, Mt. Airy, MD
- 12 NVRG Monthly Meeting, Program: Upholstery by LB - Simons. Refreshments: **Bill Simons**
- 16 Bull Run Region AACA, Manassas CC

- 16-17 Lebkicker Memorial overnight tour
- 26 NVRG Board Meeting
- 28-Oct 1 Fall Carlisle

October

- 5-7 Hershey
- 10 NVRG Monthly Meeting, Program: "Thunder Road in the '50's" guest speaker. Refreshments: **Steve Pieper**
- 31 NVRG Board Meeting
- TBA NVRG Tour - CIA Museum

November

- 14 NVRG Monthly Meeting, Program: Hershey review, Refreshments: **Cliff Green**
- 28 NVRG Board Meeting
- TBA NVRG Tourb

December

- 2 NVRG Christmas Party
- No Membership or Board meeting in Dec.

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BOARD OF DIRECTORS

NORTHERN VIRGINIA REGIONAL GROUP



President: **Dave Westrate**.....620-9597

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Membership:	Bill Simons	536-3648	Refreshments:	Bill Selley	679-9462
Tours:	Von Hardesty/Steve Pieper	276- 7579	Newsletter:	Cliff Green	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

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