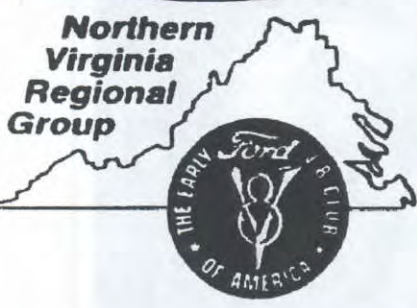




VALVE CLATTER



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

Volume XXV, No. 5

MAY 2002

Cliff Green, Editor



YOUR BOARD AT WORK *Editor*

The last Tuesday of every month the BOD meets in the conference room on the second floor of the Kings Park Shopping center to attend to the club's functions. Very little "business" is brought to the Membership meeting allowing maximum time for programs and refreshments.

Around the table from the right: John Girman, Ken Burns, Hank Amster, El Presidente, Dave Westrate, Von Hardesty, Dave Gunnarson, Eric Sumner (hidden), Steve Pieper, Don Lombard (hidden), Jim La Bauch, and Cliff Green.

The BOD meets at Brion's Grill for 1/2 price hamburgers prior to the meeting. If you are in the area, stop to eat with us or even attend the meeting.

Suggestions to make the club better is always welcome.

CARS OF THE CLUB ANALYSIS *Editor*

There are 113 cars belonging to current members shown on page 6. The data shows that the most popular car this year is the 1940 with 18 or 14%, followed by the 1936 group with 14, then the 1941's with 11. We have only one '37 and one '38. There are two each of '33, '42 and '49.

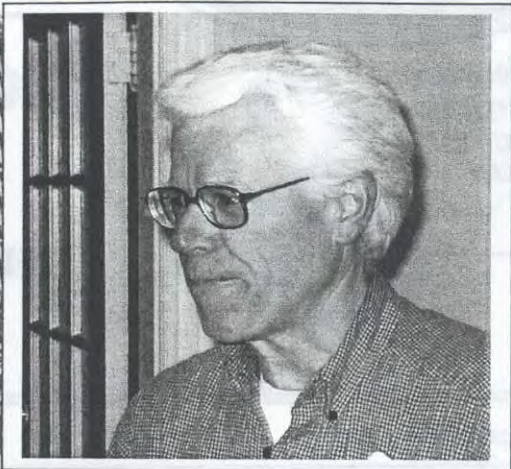
The pre-war Fords represent 67% of the club cars!

The Tudor/Fordor style has the most fans with 32 or 28%, open cars follows with 31 examples, coupes 21, commercial 13 and station wagons 11. We are heavy with station wagons relative to other RG's - National Capital has only 3 with 2 from NVRG! We list 8 each of Lincoln and Mercury models.

TECH TIP *Editor*

The April 18, 1948 *Dealers' Service Bulletin* - Specification shows interesting data under spark plugs. Using the "plastic type" coil the gap for H-10 plugs is .025-.028 while the "can type" coil the H-10 gap is .029-.032. Why is this? The can type coil receives 6 volts to the negative lead and uses internal resistance to reduce the voltage to the distributor. The plastic receives 3.5 Volts after battery voltage passes through a .5 ohm external ballast resistor. The spark must be hotter with the can.

Many of use an adapter plate with a can coil bypassing the resistor - but, do you regap the plugs to take advantage of the hotter spark? What about you guys with the electronic - should you have a larger gap?



UP FRONT WITH THE PRESIDENT

May 2002

Well, our first month or so of spring weather has been pretty interesting! The weather gurus say we're in the middle of a drought but we seem to be getting more than our share of rain lately. We've also seen some record high (hot) early spring temperatures and a deadly F-5 tornado in Southern Maryland. Cindy and I were in Vermont during the latter part of April and Mother Nature put on quite a show for us up there. During the space of a week and a half, we experienced four seasons of weather ranging from near 90 degree sunshine to below freezing temperatures with blinding snow! On top of that, we were treated to an earthquake! At 6:50 A.M. on April 20th, we were awakened by the rumbling and shaking of an earthquake centered in Upstate New York about 40 miles from where we were staying. The quake measured 5.3 on the Richter scale and was felt as far away as Baltimore. It turns out that it was the largest earthquake in the Northeast in 50 years! Meanwhile, our neighbors said the weather was pretty nice here while we were gone – go figure!

Show Day is almost here! At the April Board of Directors meeting, **John Girman** and **Dave Westrate**, Show Co-Chairmen, reported on show preparations and advised that all of the pieces are falling into place to make our 5th Annual Car Show in Fairfax City the best yet. During the week before the show, a number of Club members will be promoting the show by displaying their V-8s in shopping center parking lots around the area and providing information to prospective entrants and spectators. Signs advertising the show will also be displayed at highly visible locations along major streets in and around Fairfax City. Let's all pray that the weather will be good on Show Day and please make sure that your V-8 is on the Show Field on May 11th.

Although Cindy and I were not able to participate, I understand that the Club's First Poker Run on April 20th was really well put together and a lot of fun for those who took part. I'd like to thank **Ken Burns** and **Don Lombard** for organizing this event and maybe we can make it a regular part of our annual touring calendar. Please see the write-up in this newsletter for more details.

In addition to our Show on the 11th, there are a number of other neat things happening this month: the Willow Croft Winery Tour/Exhibit is on the 4th, Winchester Apple Blossom 2002 is on the 18th, and the Middleburg Garden Tour is on the 18th and 19th. Also, be sure to check out the novel "tri-fecta" program for May's membership meeting and plan to attend. We are definitely going to be busy this month!

Happy V-8ing and I'll see you all on Show Day!

Hank

CONTINUATION OF "PART TWO"

S. L. Ross

We quickly settled back into the academic routine of the final two weeks of classes at Auburn and frantic preparation for final exams. No time to play around with the Ford so she waited quietly at the curb awaiting our pleasure.

Finally, we muddled through that last week, packed our gear and took off for home and three months of work on the survey crew. The Navy was still building aviation training fields at a hectic pace. The team chief promoted me to operate the instruments—the level and transit. Guess he thought I did a pretty good job killing rattlesnakes my first work quarter— or maybe he was just taking me out of harm's way. Anyway the Ford performed flawlessly and before we—the Ford and I—could get into too much trouble it was time to return to Auburn. Little did we know that before this quarter ended, world events would change our lives forever.

Soon after unpacking and starting classes I realized I had forgotten to pack— my slide rule and a few other things— probably a couple of Glen Miller records. Gus Brown and I convinced each other that we must drive down to Pensacola this weekend to get those absolutely essential items. We easily found two classmates who also had left needed items at home, so we cranked up old faithful Saturday morning and headed home. The Ford ran beautifully! I noted we had put almost three thousand miles on the "new" engine with no problems and used about a quart of oil about every four hundred miles. Not too shabby for an old Ford V-8 engine. We made one stop for fuel, ONE quart of oil, and a quick visit to the restroom.

We reached Pensacola in mid afternoon and everyone agreed to a Monday morning pick up for return to Auburn. My family was happy to see me, although I knew dad and mom— especially dad— wondered why I was back so soon. When I explained, mom nodded her head and dad raised his eyebrows and asked, "Son, when did the mail stop running to Auburn?" He knew the real reason and when I called my darling Lela a few minutes later, he KNEW he knew!!



I picked up Gus late the next morning and we drove to Lela's house. Her brother, Glen was there. It was a warm sunny day so we hung out in the back yard swapping stories about everything— and about nothing! The Ford radio was on, playing —what else—the big band music Lela and I had enjoyed dancing to last night.

Our fun and games were interrupted by a news break on the radio. JAPANESE AIRCRAFT HAVE JUST ATTACKED PEARL HARBOR !!! We listened to the rest of the news report in silence. For some reason we all climbed into the Ford and drove around aimlessly into town and to the end of Palafox Street, which ends at the shore of Pensacola Bay. We walked silently to the bulkhead, each just looking across the water with his—and her— personal thoughts, all realizing our lives had just been turned upside down! A late news report from the car radio broke our reverie and we ran back to hear the report.

The war sent us all in different directions—Gus into the Army, Glen to the Navy SEA-BEE'S, me to the Air Corps, Lela to Norfolk when her dad was transferred to the NAS. I returned to Auburn, completed the quarter, returned home and worked with the surveying crew until I was called up for aviation cadet training.

I knew that the relationship between my beloved '35 Ford was soon to end. That car had become a meaningful part of my activities at home, at school and at work. Eventually, My active duty orders came. I said goodbye to everyone, asked dad to sell the Ford and I boarded a troop train for basic training at Miami Beach.



I expected never to see the car again but strange things some times happen that one finds impossible to explain. In late 1945, Lela and I were in Pensacola on leave, now married with a beautiful year-old daughter. We were walking down Palafox Street one afternoon, window shopping, when I heard the unmistakable sound of a "Smitty" muffler tied to a flat head Ford V-8 engine. We both stopped, looked to the street. Almost beyond belief, there was my dear old Ford, slowly moving past us!

We couldn't believe it!! Driving the car was a young man and seated beside him, a pretty young lady. What a delightful sight!!! The Ford looked exactly as I had left it under that old oak tree three years ago!! We watched it slowly pass, approach the next corner, turn right and disappear— this time forever. If the reader will allow me to end this story with a slightly weepy thought, I am sure if old cars have a soul, that wonderful old Ford is floating somewhere out there, probably nested comfortably between an old Buick and a Zephyr, the spare tire flat, the grille bent, a few more dings on those blue fenders, but her olive drab canvas top looking as good as the day my mother and I sewed and tacked it on.

YEAH, BUT THEN YOU HAVE TO GET IT HOME.

Jason Javaras

It is said by some that the older you get the wiser you are supposed to be. However, it is all too easy to forget lessons learned and thus have to learn them all over again. There is probably something called automobile immune deficiency that is at fault for some of the things we do for old cars but read on.

My son, Dan and I made the trip to Charlotte for the "Food Lion Auto Fair" in April to once again camp out in the Green field and sell the parts we have accumulated all year. As background information, Dan is now frantically restoring his '63 1/2 Galaxie hardtop in preparation for his 20th high school reunion in July. With this project in mind, as we were having coffee in our camper on the first morning of the swap meet, what pulls up beside us but a little old guy in a pickup towing a trailer behind him. On the trailer is a red '63 Galaxie convertible, which now fills up the entire window outside our kitchen table. Now I had a great love affair with this particular model in my youth and with Dan's car already in our thoughts this event needless to say had a great affect on our previously casual



breakfast. The convertible was immediately surrounded by curiosity seekers and in a heartbeat this included us. The old man announced that the car had been stored for many years and the owner was forced to sell it due to ill health. The fellow who towed it to the meet had bought it from him, got it running and was just trying to recoup his expenses. Honest to gosh his truck had front tags that said "Official resident of Mayberry, N.C.". Dan was circling the car like a bird of prey and I was trying my best to not drool while counseling caution but after some dickering we gave the man a check and sat down to figure out how we were going to get our new purchase home. That night we took the convertible out for a spin and to fill up the tank. It ran great and gave us a false sense of security that we really might be able to drive it home.

On Friday, our first obstacle came when Dan waited in line at the DMV office to register the car. The current seller had handed over the title without signing his own name and DMV required the last owner on the title to appear in person in order to sign over the title. Furthermore, the official warned, "If the inspector was here he could impound the car because you don't have a clear title". Based on this helpful information, we decided to purchase '63 Va. vintage tags and wing it home. We were half right on this score - we did get the tags. We spent most of the morning trying to find oil and a filter. Now when you are surrounded by thousands of cars and vendors you would think this to be an easy task - not so. Then the generator light came on and stayed on. Not having diagnostic tools, we did the obvious things - disconnect the battery when the car was running (died immediately), cleaned all connections, etc. We gave up trying to find a voltage regulator a finally asked Dennis Carpenter if he had one. He had one sent out from his factory down the road but the new one had no affect on the warning light. Back to Carpenter's tent and he said he had a generator in his NOS stock so we fought our way out of the show grounds and picked up the new generator. One of Dennis' men took off the old pulley and put it on the new unit for us. In between we also ran down a NAPA shop and picked up spare fan belts. Back to the show, where a cold wind was now blowing and the show was in full swing. Generator did not fit - wrong bracket. It was so close, but no cigar. Removed the generator again, back in the truck, back through the throngs and long lines of vehicles, back to Dennis' shop. Found the same guy in the NOS shop and he shrugged his shoulders, picked up the last generator on the shelf, exchanged pulleys again and off we went. The new generator fit perfectly, but guess what? It still wasn't charging the battery. All this had consumed all of Friday and most of Saturday morning. We then had to make a decision.

It was either get AAA to take the car home on a rollback, if we could find one, or try to drive it home. Dan was reluctant to pay the cost of a long distance tow so we packed up and started home - me towing the camper with our truck and Dan following in the convertible. Oh, by the way, we were keeping one eye to the heavens, both for spiritual help and because the car had no top. We stopped at a nearby Kmart store and bought a couple of spare batteries and then made another stop to fill up the convertible's tires which looked a little low. This was another critical event, because the air pump had no air gauge and ours was packed away in the truck somewhere so Dan eyeballed the amount of air the tires took and off we went again.

We made it about 30 miles on I-85. The sun was then shining, Dan had his arm on the back of the front seat, big smile on his face, and life was good. And then it happened. We were using walkie-talkies and all I could understand from the frantic call that ensued was something about a blowout. Left front tire split right open, wheel cover became air born, never to be seen again. Those old tires, though the tread was good, had not had that much air in years. The wheel cylinder was clobbered, spilling fluid everywhere and a piece of rubber tore out the coil wire, immediately killing the engine and thus the steering and brakes. Dan was able to pull the car onto the shoulder but was understandably shaken. So there we sat, on the side of the road, without benefit of spare, convertible top, or valid registration. We had been able to reach our insurance man so the car was at least insured. I utilized my state of the art cell phone in calling the AAA emergency number, only to be put on hold for over 30 minutes. And then a neat thing happened.

Along comes a young man in an early Mustang convertible. He backs his car up, analyzes the problem and starts to mount his own spare on our car. Meanwhile, another gentlemen stops and offers the information that a tire shop is two exits away. We gave up on AAA and our growing caravan limped carefully down the interstate to the tire dealer, which was really an old-fashioned truck garage - you know, where they still change tires with two tire irons and a hammer on the ground. They did not have the size tires we needed but we bought one that was close enough to replace the blown one and let the young man in the Mustang get on his way. He was a mechanic also and was willing to even open up his dad's shop if necessary to help us out but it was getting late and I had a feeling there were just too many unknowns out there waiting to bite us with the new car. We ended up calling a Hertz 800 number that found us a truck and car hauler that was available. As luck would have it though, it was located just outside the Speedway, in Concord, from whence we had just come. Leaving the car at the garage, we drove back to Concord, picked up the rental truck and trailer and took off once more, only this time to run smack into the show crowd that was just letting out for the day. A solid hour of traffic before we could reach the interstate again. Finally, we arrived again at the garage, loaded the convertible on the trailer, and this time were finally on our way home.

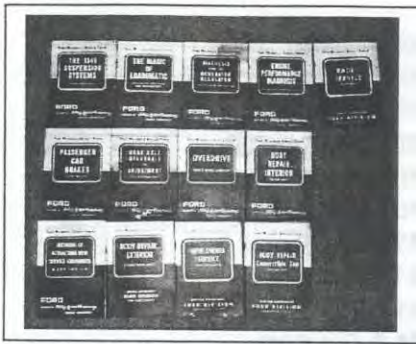
We arrived home after midnight, tired but happy to get our new acquisition under cover. We have all been tempted to buy a car at car shows but this is the first time we were so tempted that we caved in so far from home. I think we all have read those stories about how someone pulled a car out of a barn, changed the oil and battery and drove it home without incident hundreds of miles from home and subconsciously we probably would all like to believe that it can be done. Trouble is you never know when a car you've always wanted will pull up beside you and post a For Sale sign on the window and sometimes you need to strike when the iron's hot and live with the consequences.

Although we didn't get to see as much of the show as we would have liked, we did get to see a lot of Dennis Carpenter's facilities and to meet some nice local folks who helped us out. We also sold a lot of stuff and bought even more stuff so the trip was deemed a success. The new/old car really is a solid old cruiser and will make a great family ride for car shows and other outings. It's not an early V-8 but it's still a Ford and looks mighty good beside our '40. Happy V-8ing.

EBAY IS THE SOURCE!

By Mr. Torque

On a Wednesday in the middle of February I received an email from Cliff Green telling me that there were 13 service books for the '49 Ford available on EBAY; and what's more I should bid on them. I said, "Cliff, I have no idea how to work the EBAY auctions and I just don't have time, right now, to learn." Cliff, the EBAY guru that he is, quickly volunteered to accept the challenge. Three days later I received an email from Cliff, "We won!"



After reimbursing Cliff the grand sum of \$51.16, I waited about seven days until the books arrived in the mail. It turned out that there were 6 booklets from 1949 and 7 booklets from 1950. They are all in excellent condition and most of them appear to have never been opened. On the back of

each cover is a space for a dealer's stamp, but all the booklets are blank there.

The subjects vary widely from "The '49 Suspension System" to "Engine performance and Diagnosis". There is even a sense of humor in "Rear Axel Diagnosis and Adjustment---What Makes Baby Cry?"

Where the '49 booklets seem to address mechanical issues, the '50 booklets address accessories, with titles like, "Overdrive", "Radio Service", and "New Owner Service"

I will bring these booklets to the May meeting for those who might be interested in looking at them.

TALES OF TWO PICKUPS

Email from Steve Smith:

Last week we had a hit and run to our garage. The collision pushed the front foundation and the garage doors back about 10-12 inches. You guessed it- the '41 Ford was parked in the garage and the garage door hit the tailgate of the truck. I have not moved anything in waiting for the insurance adjuster and contractor to estimate the structural damage to the garage. We are treating this as a hit and run by an uninsured motorist. The insurance company does not feel that an adjuster should come out to look over the truck in the garage but that I either call or take the truck to a repair shop to give an estimate for the repairs (paint) to the truck.

My question to you - in your opinions do you have some suggestions of where I can take the truck to get an estimate for any paint or other repairs?

Second Episode:

A friend of mine at Fairfax CC, who is a collector of '57 T-Birds, bought a restored 1948 F-1 at auction out in Scottsdale in January.

He retained a car carrier to bring the truck back to Virginia. Enroute the driver delivered other cars. My friend's pickup was on the top rack of the open carrier. When the driver unloaded an auction car in Texas he did not return the rack to the completely stowed position and...you guessed it...the cab of the pickup struck an overpass and sheered the top off!! It is now under repair with another cab at a body shop in Fairfax.

APRIL MEETING

Our April Membership Meeting was the popular "Show and Tell" 25 members were present and enjoyed refreshments provided by **Dave Blum**. The high light "Show" was the completed oil painting of **Steve Pieper's** '41 pickup by his father. It was started at the Eastern Nat'l meet last year. **Tom Lumpkin** described his vintage flashlite collection, some suitable for your glove compartment. **Cliff Green** told of how to enlarge a line drawing taken from a Salesman's Data book and exploded it to 5' x 2' or any size smaller for framing.



Don Lombard displayed a unique use of a later flathead water outlet, attached to a plate, for use as a flag pole holder! **Ken Burn** brought a sample of a new neoprene lower oil pan grease seal that will stop that leaking.

Volunteers signed up to assist in the May NVRG car show.

CLUB TRAVELS TO THE WILLOWCROFT WINERY

On Saturday, May 4, the following members caravanned to the Willowcroft Winery near Leesburg for the annual picnic/wine festival party: Amster, 41 Convertible; Blum, 37 Lincoln Zephyr Sedan; Burns, 41 Woody Wagon; DuBois, 39 Woody Wagon; Lombard, 65 Mustang(?); Martins, 51 Tudor; Shaw, 51 Convertible; Sumners, maiden voyage for their 46 Tudor; and Vincents, 51 Fordor. What a beautiful afternoon it was, low temperature and no humidity, and a wonderful opportunity to picnic, imbibe on the winery's great product, and share conversation and good fellowship. Our thanks to the attendees for supporting this fundraiser for our club.

NEW WEB SITE

Please check out the newly designed and experimental web page. The address is <http://clubs.hemmings.com/v-8northernvirginia/> A few of the selections, like Officers and Other Photos don't work, but I will fix them soon. I'm interested in your comments about the section on Members and Their Vehicles. Essentially, each member gets a web page for photos of their vehicles and themselves. All comments are welcome and encouraged.

Dave Gunnarson

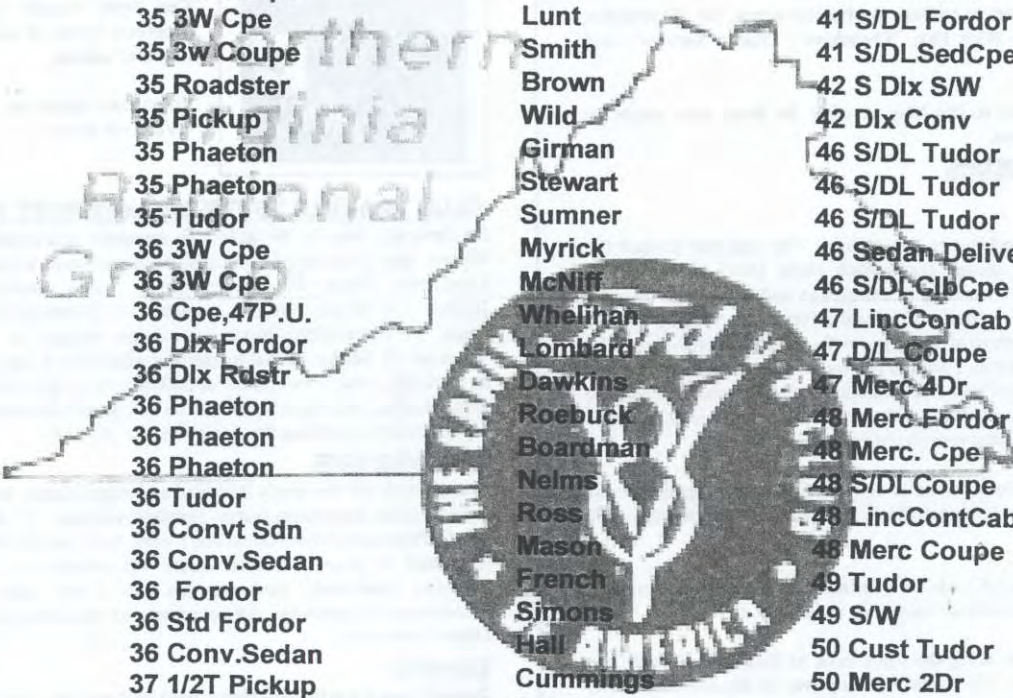
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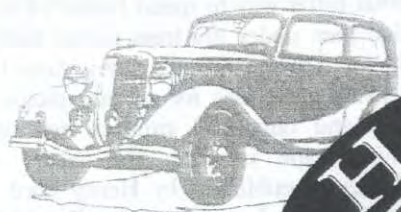
Dorothy and Charlie Morrison want to thank the Club members for the lovely flowers, the cards and all the good thoughts we received during Dorothy's knee replacement surgery and recovery. She is on the mend and hopes to be out and about soon. It's great to have so many V-8 friends!!!!

NVRG MEMBER ADDITIONS SINCE FEB. 28, 2002 ROSTER								
LAST NAME	FIRST.SPOUSE	ADDRESS	CITY	ST	ZIP	PHONE	EMAIL ADDRESS	CAR 1
Arrington	Nick, Kathy	P.O.Box 738	Gainesville	VA	20156	703-753-2827		35 Roadster
Belsley	Bob, Sandra	1036 Cup Leaf Holly Ct.	Great Falls	VA	22066	703-450-4146		50 Tudor
Boardman	Brian, Kelli	2220 W. 35th Ct.	Anacortes	WA	98221		bboardman@msn.com	48 Merc. Cpe
Bowers	Jack, Millie	59 Rutherford Circle	Sterling	VA	22065	703-450-5673		41 Del. Tudor
Hardesty *	Stephen, Belinda	8161 Dark Den Circle	Springfield	VA	22153	703-455-8787	gustavus@juno.com	
Hatchett	David	1817 Poast Oak Trail	Reston	VA	20190			32 Model B
Hinkle	John, Dorothy	609 Brush Creek Rd.	Winchester	VA	22603	540-888-4131		50 Tudor
Judy	Roy, Karen	8489 Falling Leaf Rd.	Springfield	VA	22153	703-455-4793	rkjudy@aol.com	33 Cabriolet
McNiff *	Alan, Carol	5605 Ogden Rd.	Bethesda	MD	20816	301-320-4159		46S/DLC1bCpe
Sweet *	John	20 Jeremy Court	Sterling	VA	20165	703-810-8393	jsweet@erols.com	

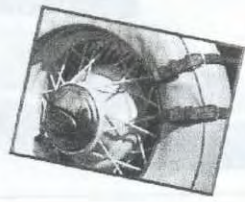
Cars of the Club - 2002

Farkas	32 5W Cpe.	Pieper	40 Pickup
Hatchett	32 Model B	Javaras	40 Std Cpe.
Ryan	32 Tudor V8	Spero	40 DlxOprCpe
Judy	33 Cabriolet	Whelihan	40 LincConCab
Mascali	33 Pickup	Hill	40 Merc Coupe
Mote	34 5W. Coupe	Vaughn	40 LincContConv
Fox	34 Dlx Rdstr	Selly	41 1Ton Panel
Fox	34 Dlx Fordor	Bowers	41 Del. Tudor
Fox	34 Std 5W	Amster	41 S Dlx Conv
Mazzie	34 Dlx Rdstr	Burns	41 S Dlx S/W
Simons	34 Dlx Rdstr	Burns	41 SDlx S/w
Simons	34 Tudor	Harden	41 S Dlx S/W
French	34 1T Panel	Hardesty	41 Sedan
Gunnarson	35 1 1/2 Ton	Mazzie	41 S/Dlx Coupe
Vincent	35 Fordor	Chase	41 S Dlx 4 Dr
Morrison	35 3w Coupe	Lunt	41 S/DL Fordor
DuBois	35 3W Cpe	Smith	41 S/DLSedCpe
DuBois	35 3w Coupe	Brown	42 S Dlx S/W
Arrington	35 Roadster	Wild	42 Dlx Conv
Spero	35 Pickup	Girman	46 S/DL Tudor
Potter	35 Phaeton	Stewart	46 S/DL Tudor
O'Neill	35 Phaeton	Sumner	46 S/DL Tudor
French	35 Tudor	Myrick	46 Sedan Delivery.
Gall	36 3W Cpe	McNiff	46 S/DL C1bCpe
Ross	36 3W Cpe	Whelihan	47 LincConCab
Welch	36 Cpe,47P.U.	Lombard	47 D/L Coupe
Mclninch	36 Dlx Fordor	Dawkins	47 Merc 4Dr
Lumpkin	36 Dlx Rdstr	Roebuck	48 Merc Fordor
Lamonds	36 Phaeton	Boardman	48 Merc. Cpe
Green	36 Phaeton	Nelms	48 S/DLCoupe
Potter	36 Phaeton	Ross	48 LincContCab
Handy	36 Tudor	Mason	48 Merc Coupe
Handy	36 ConvT Sdn	French	49 Tudor
Frise	36 Conv.Sedan	Simons	49 S/W
Potter	36 Fordor	Hill	50 Cust Tudor
O'Neill	36 Std Fordor	Cummings	50 Merc 2Dr
Ross	36 Conv.Sedan	Belsley	50 Tudor
O'Neill	37 1/2T Pickup	Hinkle	50 Tudor
Lumpp	38 Std Fordor	Mazzie	50 ConvT
LaBaugh	39 Dlx S/W	Martin	51 Cust 4door
Westrate	39 Dlx S/W	Shaw	51 Cust. Conv.
Westrate	39 Std S/w	Welch	51 Fordor
DuBois	39 Dlx S/W	Vincent	51 Fordor
Williams	39 Pickup	Wild	51 Cust. Conv.
Blum	39 Linc Zep	Wild	51 S/W
Kunsman	40 Dlx Conv.	McDaniel	51 Cust Tudor
Kunsman	40 Sedan	Chase	52 Vic Tudor
Kunsman	40 Dlx Coupe	Weinstein	52 F3 1T.Truck
Vincent	40 Dlx ConvT	Painter	52 Panel
Hardesty	40 Dlx ConvT	Welch	52 Crestline
Arrington	40 Dlx ConvT	Gall	53 Linc Conv
Gibson	40 Dlx Cpe	Blum	53 Linc Conv
Green	40 Dlx S/W.	Lombard	53 Cust Tudor
Gibson	40 Sed Delivery	Sweet	53 Linc Capr ConvT
Smith	40 Pickup		
Hill	40 Merc ConvT		
Hill	40 Merc Coupe		





City of Fairfax

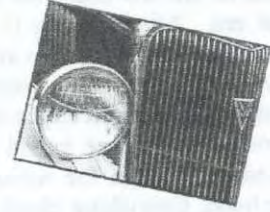


Saturday May 11, 2002
10:00 A.M. - 3:00 P.M.

Presented by:
Northern Virginia Regional Group
of the Early Ford V-8 Club



City of Fairfax



Downtown Fairfax Coalition

Historic Fairfax City, Inc.

Come see the Ford Model-T
Reassembled in 15 Minutes!



Don't Miss this
Extraordinary Demonstration!



Saturday May 11th, 1:30 P.M.

Historic Old Town Fairfax—The Place to Be!

THE TRIALS OF TINDALL'S TUDOR

A Cliff & Charlie Production - Charlie Morrison

As most of you know our longtime V-8 friends **Bill & Sylvia Tindall** recently moved to Dayton, Ohio when Bill accepted a teaching position at the University of Dayton. It was a hectic time for the Tindalls but the most traumatic decision was to leave their beloved 48 Convertible and 48 Tudor here until they got settled in their new home. **Dave Blum** agreed to store the Convertible and I said I would squeeze the Tudor into my garage.



When moving day arrived Bill could not get the Tudor started so he parked it on the street across from his old house with the

understanding that **Cliff Green** and I would get it to my place. This was easier said than done. On the appointed day Cliff and I met at the car to find and fix the problem(s?) and drive it to its temporary home on Plum Street. We couldn't get any fire to the plugs so we started to backtrack the ignition system. Loose wires on the ignition switch, loose connections in the wiring to the coil, poor connection to the battery, etc. We were hindered by our lack of knowledge regarding the new *Remund Ignitor Electronic System* (distributor) Bill had installed in spite of the fact that Cliff is an expert on electric systems of that era. After digging (I mean really digging) through the contents of the back seat and trunk the good news was we came up with the schematic supplied by *Remund*. The bad news was that Bill had altered the schematic with illegible writing and crossouts. We then called *Remund* in California and they walked us through the wiring procedure while we were under the hood. Everything checked out - still no spark. By then the sun was growing hot so we quit for the day after deciding to get an original distributor, coil, etc from a Club member (turns out Bills original was buried deeper in the back seat).

That night I contacted **John Girman** who agreed to lend us what he felt were good components. I picked up the parts from Johns' wife Patty at their church (a good omen?) where Patty works. The next day we met at the project car. After installing the parts Henry made, she started and ran great. Again good news and bad news - it ran but when Cliff measured the voltage to the coil it was 6.3 volts. We thought that kind of voltage might cook the coil on the way to my place and a search for the resistor was fruitless so we quit for the day with the car running but not yet roadworthy. The next work day Cliff connected a new resistor on the coil and called me to report he was on the road. The final blow came when he ran out of gas (the gauge said 1/4 tank) just after paying 50 cents to put air in the left front tire. I quickly showed up with my trusty gas can and the car is now tucked into my garage.

Tentative plans are to have me trailer it to Dayton when Bill gets settled in. Another V-8 adventure with a happy ending !!



SUNDAY AT SULLY

What better way to spend Father's Day with Dad then under the trees at the Sully Car Show. This year Dad's day is June 16 and here's a great idea for an easy picnic main dish and only 130 calories per serving. This recipe is from the *Heart Smart Cookbook* published by Henry Ford Heart and Vascular Institute and the Detroit Press.

Chinese Chicken Slaw

1/2 cup Italian dressing (recipe follows)
2 tsp. reduced-sodium soy sauce
1 cup shredded green cabbage
1 cup cooked and cubed chicken breast
4 oz. sliced water chestnuts, drained and rinsed
4 oz. bamboo shoots, drained and rinsed
1 cup pea pods, cleaned
1/4 cup red bell pepper, julienne sliced
1/4 cup sliced green onions

In a small bowl, whisk together dressing and soy sauce; set aside and bring to room temperature. In a large bowl, toss together remaining ingredients. Pour dressing over salad and toss to coat well. Chill. Makes about six 1-cup servings.

Italian Dressing

1 cup olive oil 1/2 tsp black pepper
1 cup red wine vinegar 1 tsp dried basil
1 cup water 1/4 tsp dried thyme
2 cloves garlic, minced 1/2 tsp dried oregano
2 Tab lemon juice

Mix ingredients together in a jar. Chill. Shake, well before using. Makes 3 cups. One serving is 1 Tab.

Submitted by *Patty Girman*

FOR SALE

1965 Ford F-100-4wheel drive - V8- restored 2 years ago- a very good show truck-asking \$18,500.00 OBO-call Mark 540-554-8238

1977 Lincoln Mark V-big V8-has all the goodies-very good interior-runs great--Asking \$1,600.00-OBO.--540-869-7475

1954 Ford F-100-V8-needs work or for parts--asking \$1,000.00-OBO=540-869-7475

1971 Ford F100-8 ft bed-6 cye engine--needs work or for parts--asking \$1,500.00-OBO-540-869-7475

FORD LIFE: Vol. 2 #6, Vol. 3 #1, #3, #4, #5, #6 \$10 each, 6 for \$50
Bill Selley 703-679-9462

Email from Dave Blum

I talked to Ace Rosner today and he has a friend who has two trucks for sale. The friend's health is failing and he needs to start selling his collection. No prices were mentioned.

One is a 1929 Ford Model Stake Body Truck - restored and 100%. This truck was in Ace's garage on our tour next to his 1941 Ford Convertible. The truck was also at Vern's show last year.

The other is a restored 1933 V-8 Ford pickup and 100%. This truck was at Springfield day last year.

Anyone interested should phone Ace at work (703) 536-4500.



V8 CALENDAR NVRG



May

- 11 FAIRFAX CAR SHOW, NVRG event
- 14 **NVRG Member Meeting** –Steering wheel repair, DMV regulations
Refreshments: David Westrate
- 18 Winchester Apple Blossom Meet
- 19 Middleburg Garden Tour
- 28 **NVRG Board Meeting**
- 29 EFV8 Central Nat'l Meet, Oklahoma City

June

- 1 10th Annual Springfield Days, Springfield Plaza, Old Keen Mill Rd. 10-3:30
Premiere show awards and 33 raffle

drawings \$9 advance, \$15 day of show.

Contact Tom St. George 703-451-8643

- 1&2 Virginia Vintage Wine Festival – old cars \$5 car full at gate

- 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

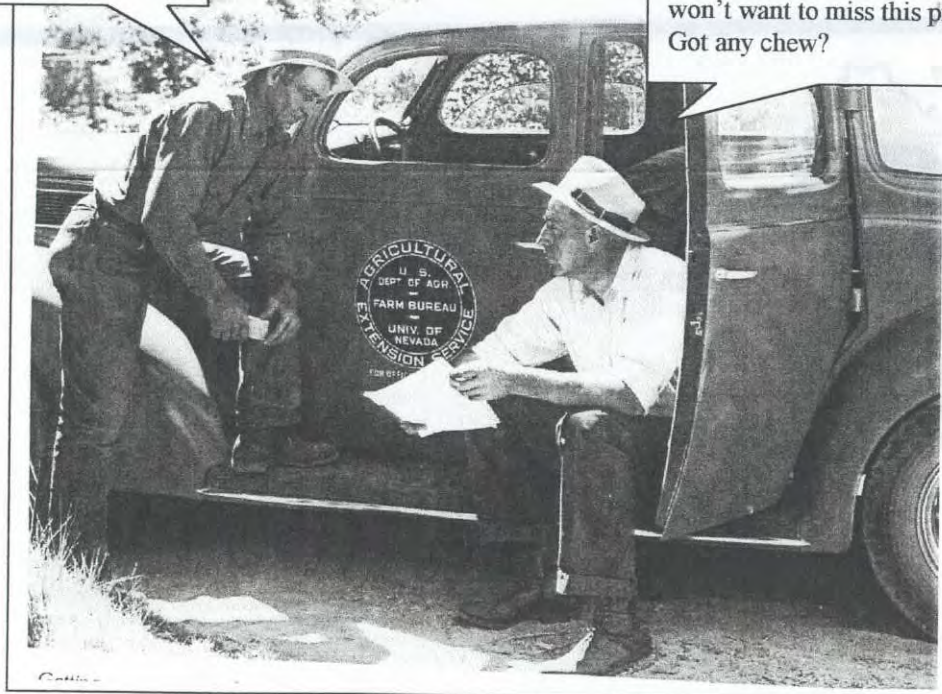
- 9 **NVRG Annual Picnic**, Nottaway Park starts at 6:00 - \$5 a head.

- 18-21 EFV8 Eastern Nat'l Meet, Vernon, Ny

- 30 **NVRG Board Meeting**

Say Clem, what's going on at the meeting Tuesday?

Well, Buba Buba, three gents will discuss subjects of great interest to us V8 people. You won't want to miss this program. Got any chew?





BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

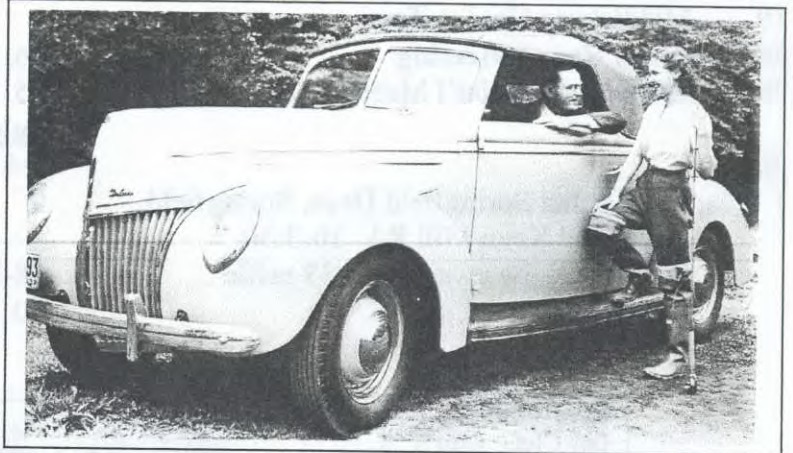


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 Activities: **John Girman** 703-242-1459
 Historian: **D on Lombard** 703-690-7971
 Newsletter: **Cliff Green** 703-426-2662

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 alternates sites. **SEE YOU THERE**



FIRST CLASS MAIL

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