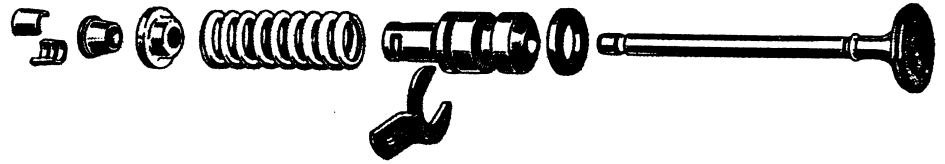




# VALVE CLATTER



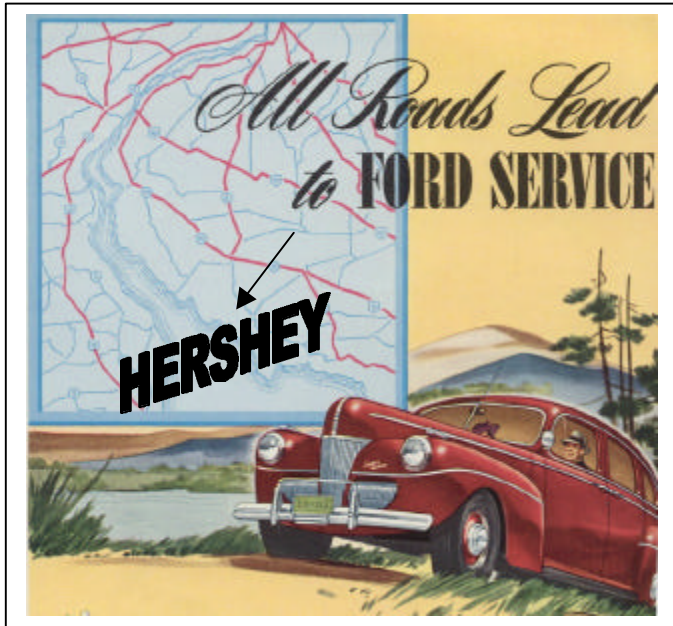
## THE EARLY FORD V-8 CLUB OF AMERICA Regional Group 96

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

Volume XXVII, No. 10

October 2004

Cliff Green Editor



## HERSHEY

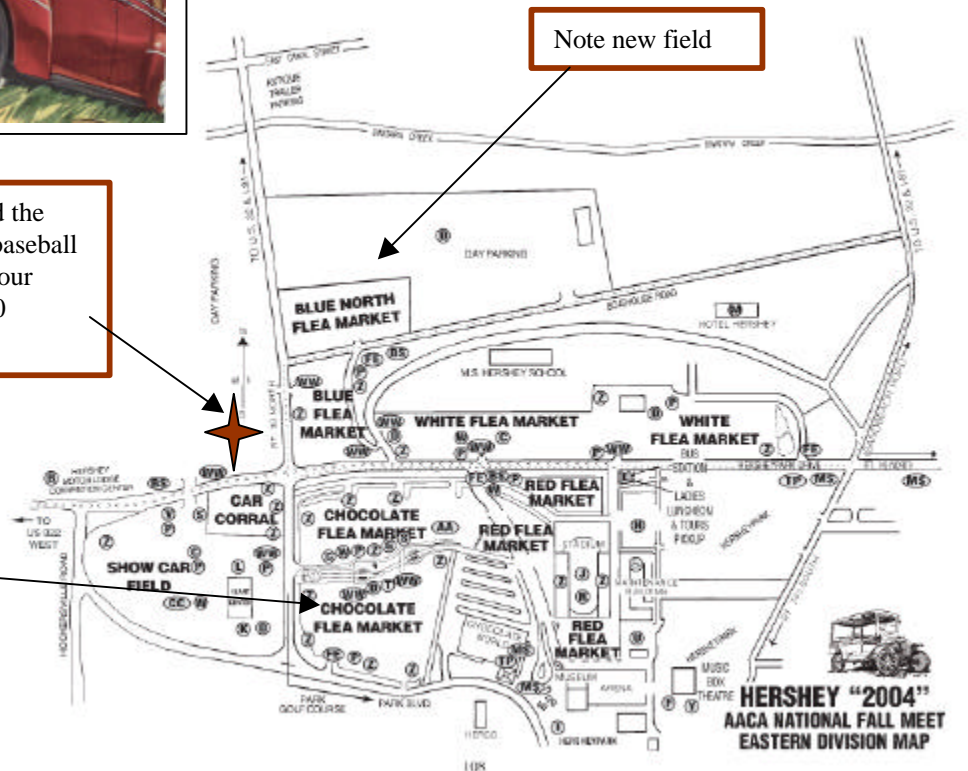
For the old car enthusiast, this is the Super Bowl and the World Series of the hobby. No other place in the world is as big or better known. One can describe the event for 30 minutes and still the first timer will be astonished at the size.

What makes it more fun is the social gathering with friends of the NVRG at our campsite or the Penn Hotel, 600 W Chocolate Ave., every night. Make reservations with Cliff Green for the dinner (cell 703-346-1458), as we need some idea of how many. They can accommodate about 24.

Visit the NVRG camp site located behind the Longmead Farm house, across from the baseball back stop. Look for the banner. Happy hour starts at 3:00. Meet at Penn Hotel at 6:00  
Green's cell 703-346-1458

### NVRG Vendors

- Lumpkin CC-88
- Crawford CP-67
- Coombs C3E- 31-33
- Wheliam CP-61
- Hill CU-20-23
- EFV8VA CU-70





## UP FRONT WITH THE PRESIDENT

October 2004



A big, big thank you goes to members **Hank DuBois**, **Jason Javaras**, and **Nick Arrington** on their recent efforts towards Bill Vincent's estate auction which consisted of truck loads of early Ford parts. They went way past the preverbal extra mile by taking the time to sort out the hundreds of items prior to the auction. Nick spoke nonstop without relief from beginning to end. Great deals were made and buys of the century were plentiful. Louise Vincent really appreciated all of the help that was given.

Thanks also goes out to tour directors **John Girman** and **Hank DuBois** for the organization of the field trip to the Flying Circus Air Show. The wind was brisk but didn't stop the action. Several old Fords were present.

If you like old Fords, old trains, old clocks, old farms, and even old (and new) friends, you want to be a part of this year's Lebkicker Tour. **Ken Burns** and **Don Lombard** have once again put in overtime working out the details and setting up the arrangements for the BIG tour. The schedule of events are found in this issue - check it out. Speaking of Lebkicker, be sure to vote for your top three candidates for the Lebkicker Award by contacting Ken Burns either by phone (703)978-5939 or email [kenb@headstartinfo.org](mailto:kenb@headstartinfo.org).

Be sure to see the list of new members on another page and welcome them at the next meeting. We are now up to a whopping 114! VC Editor **Cliff Green** is responsible for several of the latest additions. Thanks, Cliff.

Hershey is here (Oct 6, 7,8,9)! The "Flathead Grille" will be open for business Thursday AM for one of **Dave Gunnarson's** outstanding breakfasts. Dueling chef **Wendy Pieper**, will be on hand for Friday's breakfast. All of this will take place at our clubs usual campsite next to the old farmhouse. If you have been to Hershey before there is no reason to "sell" the outing, but if not, don't miss the tons of fun our members have there each year. Of course plan of joining the group for dinner each night at the Penn Hotel & Sports Bar.

Your club continues its fast pace of activities year round... Hershey and The Lebkicker Tour only mark the beginning of our Fall events so put on a sweater and plan on more V8 fun. See you there, **Steve**

## Vincent Auction – September 25th

*Dave Gunnarson*

If you own an early Ford V8 and didn't attend the auction last Saturday of car parts and other items from the estate of late NVRG member Bill Vincent in Stafford, then you really missed out. Bill's wife, Louise is moving to a retirement home and needed to sell Bill's long-time collection of parts and cars. Because of the heroic efforts of NVRG members Jason Javaras and Hank Dubois, the parts were laid out in an orderly manner both inside and outside several outbuildings and garages. Jason and Hank spent many long days uncovering, unpacking, sorting and organizing all of the items. Thanks to NVRG member Nick Arrington, who volunteered his services as auctioneer, the event was a professional class act. Nick kept the action going from 10:30 am through 3:00 pm without a break. Several other club members helped to keep the auction moving smoothly. Many thanks to Jason, Hank and Nick for all they contributed.

At least 18 club members attended along with five spouses. Almost 40 bidders vied for a wide range of items including chainsaws, early Ford parts, engines, tools and even a 1958 Mercury Park Lane four-door hardtop. There were a great many deals to be made such as generators and starters for as low as five dollars, a tray of 100 NOS sparkplugs for ten dollars. Try finding good parts for anything near these prices at Hershey! There seemed to be something for everyone and there even was some fierce bidding for certain lots. In all, about 80 percent of the items sold and over \$10,000 changed hands. The weather under the shade of mature trees was perfect, the companionship was great and, best of all, just about every penny of the proceeds went to Louise. There were a lot of smiles last Saturday and I think Bill would have been pleased, too.

If you missed out, don't despair, there's still time to help Louise. Jason and Hank could use assistance with the remainders, so contact either of them if you are looking for something. I think there are still a few good treasures to be had. And, Louise will be holding a large yard sale on October 9 where some interesting car theme items (Avon collectibles, etc.) will be included. If you're not going to Hershey (ladies?), why not drive down to Louise's house and see what's going on. Please contact Dee Javaras or Cindy Dubois if you have any questions about this sale.

## VIRGINIA MUSEUM OF MILITARY VEHICLES OPEN HOUSE – Sept 25th

*Clem Clements*

Today, Saturday, as I got out of my modern, a sudden comfort came over me-funny as I was in a grassy field filing with modern cars. Nothing about except Vets, the interested, and their families heading through an open spot in the hedgerow. Long before I heard it, my heart had felt the sounds of long ago. Eventually the ears got it and recognition occurred:  
THE BEAT.

The beat the can only come from one of Bell's finest- the Huey helicopter. Seems things are safer and more familiar when the Hueys are covering us. Although I have never even had a ride in one and the air I penetrated in 'Nam was much higher and thinner, the beat always meant the Cav or at least friendlies were about. As she came into view and prepared to land, old #678 of the DC guard presented herself as Dustoff. My, the troopers stood a little taller in her presence. Dustoff and her Red Cross markings confirms that the American way of caring for the injured and coming to get ya is one of our greatest strengths. Those guys would go anywhere to retrieve the injured/dead soldiers and she represented our air arm well today. Her 1:30 PM departure garnered a snappy salute from many of us.

Today was the 14<sup>th</sup> annual military vehicles display at the VMWM. The event, delayed from last week, had easily 2 thousand visitors and plenty of equipments to enjoy. Their web site covered some of the Museum's inventory. <http://vmmv.org/>. There was a steady flow of presentations about the tanks, tracked and wheel vehicles. I'd guess over 100 pieces. I joined Chaplain James Warrington and his cuz Adrian Trowst and we toured the facility ending up in the chow line, of course. The scouts, CAP young Marines and several other groups were all about handling parking, handling the food chores and serving us so very well. Chaplain James had the honor of offering the noon prayers and he spoke so eloquently of asking for relief of the bondages that ensnare us: physical challenges, age; health, injuries and fear. His voice changed in mid presentation and he said afterwards that the Good Lord and called and tendered some different words from what he had prepared and he offered them forthwith. We were all better for Jim's efforts. Although the day was focused upon the Vietnam era, strong applause was given as vets from WWII, Korea, Vietnam, and the names of several hot spots since Vietnam were called out. The first of these calls was for WWII vets and the command was "Please stand if you can and if not, raise your cane." Joe Galloway spoke very eloquently about his 4 tours as a combat reporter and his feeling for those who experienced the horror of I Drang Valley in 1965. Afterwards, to my question about our current crop of disabled vets, he teared as he said that the all want to get back to their units soonest and continue to serve. He was so strong in praise of our men and women serving now.

We then were given a fire power demo using various rifles and guns of the Vietnam period ending up with a Marine attack on a bunker position. The functions of each weapon was thoroughly described and then fired. Clearly Al is a weapons expert Most of the weapons fired blanks, but as Al announced; there is no training round for a flame thrower.

Al is going to move the event to the spring of the year to get away from the hurricane weather. He was also looking forward to have some antique cars at the next event. A nice day for all and a time for Vet brothers and sisters to hug and give and receive thanks from all for serving  
(*Clem is our newest member, long active in the Model A Cub*)



## Bealeton Flying Circus

Eric Sumner

What a great day for a drive in an early V8. Sunday September 19<sup>th</sup>, our touring schedule took us to Bealeton, Virginia for a good old fashioned flying circus and a small car show. After meeting at Fair Oaks Mall and a bit of socializing, we made our leisurely getaway. Heading up the caravan was Hank and Cindy Dubois in their “slightly modified” ’35 Coupe, followed by the Sumner family, Nancy, Eli, Nate, and yours truly behind the wheel of our ’46 Tudor. Watching our back and bringing up the rear were John and Patty Girman in their ’53 Victoria. A small caravan, but a fair representation of the Fords we love from the 30s, 40s, and 50s.

Just about an hour’s drive out 66 and down through some small towns, we found ourselves at a small airfield in the country. Waiting there to greet us was Jason and Dee Javaras with special guest, Louise Vincent, in their ’47 Coupe. This was not a modern airfield in any way, no paved runways and no radio tower. Most of the planes were World War II Stearman Trainers, bi-wing, open cockpit, and radial engines.



Just before the air show, all the cars on the show field were paraded past the grandstands in front of the planes – which made for some great photo ops. Jason Javaras did our club proud introducing the drivers and their cars to the audience. Then, under a crystal clear sky, with a pretty fair headwind, the show was under way. Our circus announcer, replete with candy striped vest and straw hat, guided our attention as planes took off in formation and performed an array of aeronautical acrobatics. There was skydiving, wing walking, barrel rolls, loop-dee-loops, even combat training exercises and mock bombing runs at “the red baron”. On one such occasion, the “red baron” was literally “caught with his pants down” when his “outhouse”, which was curiously in the middle of the airfield, was successfully targeted during a training exercise.

During the show, a raffle drawing for a free ride in a 1945 Piper Cub was held, and the winner was none other than my youngest son, Nate Sumner. After a short discussion with his mother, Nate decided to let someone else have his ride and instead settled for a picture of himself in the plane.... on the ground. At the end of the show, all the planes lined up wingtip to wingtip on the opposite side of the airfield. In a maneuver called “wings abreast”, together they taxied toward the grandstands. The sound of a dozen radial engines headed right at us was quite impressive. At this point, the show ended, and spectators were allowed on the field, to inspect the

planes and meet the pilots. Following the short meet and greet, the plane rides resumed, and always up for the challenge, Hank Dubois took Nate up on his offer for a ride in the Piper Cub.



With Hank’s feet back on the ground, we packed up our old Fords and put our foot back on the gas and headed home. The V8s performed top notch, which we later found out, could not be said for the old planes. After the show, when the rides resumed, one plane, a single winged, open cockpit, 1941 Ryan, was apparently low on fuel and was attempting to fly to another airfield close by to refuel. Several of us had seen him take off, turn hard to the left, and head nose down past the tree line and out of sight. According to an article in the *Centre View Newspaper* September 23<sup>rd</sup>, the plane ran out of fuel and crashed upside down in a pond on the golf course next to the airfield. Luckily for the pilot, there were golfers on that particular hole, they rushed over, lifted the plane out of the water, unstrapped the pilot, and pulled him out safely. He suffered only minor injuries and considered himself very lucky. Look for the complete article at our next meeting.



AUGUST 1941

PAGE TWO HUNDRED FIFTEEN



—Joyce Drausneek

# What to wear

## ON YOUR MOTOR TRIP!

### to Lancaster, PA

By MARGOT SHERMAN

• WHEN you map out your clothes for your August moto trip, keep one thing firmly fixed in your mind. Say to yourself, "I will look comfortable, casual and carefree every mile of the way. But that doesn't mean *careless* or badly groomed!" Keep yourself neat as a pin—no matter how simple the outfit you wear. And don't forget that a completely fresh make-up in the middle of the day does wonders for your appearance and morale

Unless you're planning to take in one big city after another, stopping at big hotels, make a three-piece slack suit the backbone of your travel wardrobe. The idea of matching jacket, skirt and slacks is new and smart—and gives you an exceedingly versatile costume

You'll find that slacks are terribly comfortable to drive in if you're burning up miles on the open road. You'll like the freedom of them, too, when you get out of the car to scramble up rocks for a good view of the surrounding countryside.

Wear the jacket on cool mornings—or if you continue to drive after the sun goes down.

When you plan to stop in good-sized towns along the way, substitute the matching skirt for the slacks. You'll look more civilized and feel better dressed. Take plenty of blouses and sweaters along for variety.

For headgear, nothing can beat a turban. It keeps your hair clean and out of your eyes. Gives you a spick and span look. Take the kind you can wrap yourself, and do it a different way every day!

• Here's the hit outfit of the 1941 vacation season: A three-piece slack suit in lightweight wool gabardine. It keeps its press and is particularly good if you're going through such spots as Maine or northern Michigan, where it's likely to be cool. If, on the other hand, you're traveling through the southwest, choose one in seersucker or cotton tweed. This particular ensemble was designed by Frances Sider



• Make-up—when you're on a long motor trip—is a matter of protection. (Makes you more attractive to your fellow passengers, too!) A kit like this you can carry into rest rooms or overnight camps without disturbing the rest of your luggage. Though it contains eight beauty aids and room for bedtime paraphernalia it's very inexpensive



## **TECH TIP**

Keeping your (V8) cool

*Jim LaBaugh*

Flathead Ford's run hot, so how do we keep our flatheads cool? John Girman provided part of the answer at the September meeting with his thorough overview on the subject of coolants. Water has been the mainstay coolant, but over the years various additives have extended the range of freezing and boiling points beyond the 32oF to 212oF range of water. Early additives included sugar, molasses, kerosene, and methanol. However, some of these additives were corrosive and flammable. In 1927 ethylene glycol became available, then anti-corrosion additives in the 1930's, silicate copolymer additives in the 1970's. The coolant propylene glycol was introduced in the 1990s, having the advantage of low toxicity, and later in the 1990s extended life coolants arrived. Another additive of recent vintage is organic acid technology, however these are not suitable for vintage cars.



You will have  
a test!

John pointed out that although water is the best coolant, it is corrosive. So, over the years various additives have become available to minimize this corrosive effect, including silicates, molybdate, benzoate, nitrate, and borates. Different corrosion inhibitors protect different metals. What may be good for an aluminum block engine may not be the same as what is needed for the milled steel and cast iron of Henry's flathead finest.

It is important to change coolants on schedule as they change over time. Ethylene glycol forms glycolic acid for example. Thus, it should be changed every 2-3 years or 30,000 miles. Polypropylene glycol mixes well with water and is less corrosive over time and needs to be changed every 4 years. For some time coolants had been identifiable

by color, but that is changing. John also stressed not to mix types of coolants and additives.

Finally, John indicated that it is important to choose a coolant and stick with it. Flush well if changing coolants. Do not use organic acid technology (OAT) coolant/additives in collector cars. Change coolant at regular intervals – every 2 to 3 years. Properly dispose of coolants. Test the coolant – this can be done with a hydrometer, pH strips, and a voltage test for electrolysis. The voltage test is done by placing the positive lead of a volt meter on the radiator metal and the negative lead in the coolant in the radiator. A reading of 0.2 V or less is good, 0.5 V is borderline, and 0.7 V is unacceptable. At the end of the show, the 30 members in attendance were certainly electrified by all the information John provided and grateful that he had told us so much about how to keep our (V8s) cool.

## **Water woodie**



This woodie is powered by a Mercury F50 4-stroke and cruises around 15 knots depending of the seas Owned by Dennis St.Onge, it is a local legend around San Diego. It has a foam filled fiberglass body on a boat bottom

He follows the race boat circuit and shows up for hire at other water venues "When I get out in the water everyone waves and smiles at us, from the Coast Guard to the marine police to the races," he says. "I makes for happy memories especially when I play Beach Boys music." Check out his web site at [www.da-boat.com](http://www.da-boat.com)

## **CHAMPION!**

*Jeanette Hall*

My '50 received a Repeat AACA Senior Grand National Award at the show in Amherst, NY (Buffalo) in July. The cars were the best quality we have seen in any show anywhere. The car now has 35 AACA Preservation Awards. We purchased a 1919 Model T Ford in Apr.



# 2004 ANNUAL LEBKICKER TOUR

## V-8s, Trains & Buggies

Join as We Travel Back in Time to the Heart of Pennsylvania and Lancaster County in Southeastern PA where We Learn and Experience the Wonderful Pennsylvania Dutch Countryside and Amish Culture, while alternately reliving the golden age of steam and the mighty and elegant locomotives which symbolized the days when railroads were king.

This will be a 300 mile round trip over country roads, over three days

### Friday – October 22<sup>nd</sup>

- 9:00 Depart Fair Oaks Mall (the usual spot).
- Scenic drive north to [Hanover](#), Pennsylvania (home of [Utz](#) Potato Chips among other well-known food products) for lunch at the **Happy Belly Deli**.
- Continue on to Columbia, PA to tour the [National Watch and Clock Museum](#) and see the special exhibit "[Time on the Road](#)" – the history of car clocks, time on the road and how we handle it.
- Depart for Soudersburg, PA – check in at [Soudersburg Motel](#). Please make your own reservations by calling 717-687-7607. Tell them you're with the Early Ford V-8 Club to get the special discount rate. Call early as this is a very busy time of year in scenic Dutch Country.
- Dinner at the [Iron Horse Inn Restaurant](#), [Strasburg, PA](#) followed by a walking [Ghost Tour](#) of Historic Strasburg.

### Saturday – October 23<sup>rd</sup>

- Breakfast on your own. (Amish restaurant is just across the street.)
- Tour to [Railroad Museum of Pennsylvania](#) with over 100 locomotives on display. Cross the street to the oldest short-line railroad in the United States. Ride the steam-powered [Strasburg Railroad](#) through 9 miles of beautiful Pennsylvania Dutch Countryside. Bring a box lunch to enjoy along the way from [Wawa](#), [Isaac's Deli](#) or other place of your choice. Picnic on the train, or at the railroad turnaround point. For those who've had enough railroading after seeing the Museum, there are plenty of shops and attractions to see in the [area](#) immediately surrounding the motel. Head off to the quaint villages of Bird-in-Hand or Intercourse or pick some place else. We'll supply plenty of maps and brochures before we leave from Fair Oaks.
- Our Annual Lebkicker Award Banquet will be held at the [Plain & Fancy Farm](#). We'll enjoy a traditional Pennsylvania family-style Dutch dinner. Prior to eating we'll be able to take in a 45 minute [multi-media presentation](#) about the Amish. For those arriving early, [buggy rides](#) are also offered on premises. And don't worry, there's also a large gift shop right on the property.



### Sunday – October 24<sup>th</sup>

- Plan on a light snack for breakfast.
- We'll visit an [Amish Farm](#) built in 1805 and have a guided tour of the house and the farm buildings.
- Our main meal for the day will be the Sunday Breakfast Buffet at [Miller's](#).
- We'll plan on leaving for home about noon and return to the metropolitan area via some scenic roads. Bring a few munchies for the ride home since we haven't scheduled a meal stop (we all ought to have eaten enough at Miller's).

We need a firm head count for meals, etc. Please call or email:

- Ken Burns 703-978-5939 – [kenb@headstartinfo.org](mailto:kenb@headstartinfo.org)
- Don Lombard 703-690-7971 - [don.lombard@verizon.net](mailto:don.lombard@verizon.net)





## BACK PAGE PICTURE

Bill Selley went to the Pebble Concourse with his sister and this picture was in the lavish catalog. The entrance fee was \$100 advanced and \$125 at the gate. He reported that there were no Fords on the grounds except for two '41 Lincoln Continentals.

This painting, "The Art of Traveling Well" was created by Dennis Brown and commissioned by the Lincoln Division of the Ford Motor Company as a sponsor of the Automotive Fine Arts Society.



### CLEM & SANDY CLEMENT

12106 Gary Hill Rd  
Fairfax, VA 22030  
703-830-5597 [clem.clement@cox.net](mailto:clem.clement@cox.net)  
1939 pickup

### MIKE & MILLIE GALLAHAN

503 Eleanor Ct.  
Alexandria, VA 22303  
703-960-1585 [mlg529@aol.com](mailto:mlg529@aol.com)  
1941 S/DeLuxe Business Coupe

## **MEMBERSHIP AT 115**

### NEW LINCOLN IN CLUB ROSTER



One of the best 1941 Lincoln Continentals still in existence has now found a home in our club. Don Pauly recently purchased this pristine Club Coupe, reportedly first sold by Edsel Ford himself to J. C. Penney of the store chain. This car was later in the collection of Harold Via in Charlottesville VA. Will Westfall of Charlottesville restored it at a cost said to be \$125,000.

During this work a brand new 1941 V-12 engine was obtained from Lincoln, in it's crate, and was carefully installed. (The odometer now shows 20,600 miles on this engine.) That restoration earned a 1993 Best Ford Motor Company Primary Division Championship. The car remains in outstanding condition, having spent the past five years in the White Glove Collection Museum in Wisconsin.

This Lincoln is unusual in that it has both a Columbia two speed rear and a Borg-Warner overdrive transmission. It is though that the original owner specified this combination

because Lincoln had won the 1941 Gilmore Economy Run with a car so equipped.

Don intends to try to document the car's history more completely, and he will soon be showing it frequently at local car shows.



### FOR SALE/WANTED

No ads are allowed in the electronic edition

### WINNERS



### Drive in movie bunch







# V8 CALENDAR NVRG



## October

- 3 Antique Auto Assembly, 47<sup>t</sup>  
Annual Show, Armed Forces Retirement Home, Washington
- 6-9 **HERSHEY**
- 12 **General Membership Meeting**  
Hershey Review  
Refreshments: Al Edwards
- 16 Rockville Antique & Classic car Show, Rockville MD Civic Ctr.
- 22-24 **Annual Lebkicker Tour**  
Lancaster, Pa. Details to follow
- 26 **Board of Directors**

## November

- 9 **General Membership Meeting**  
\_Alternate Fuels – Dept of Energy  
Refreshments: Frankie Martin
- 30 **Board of Directors**

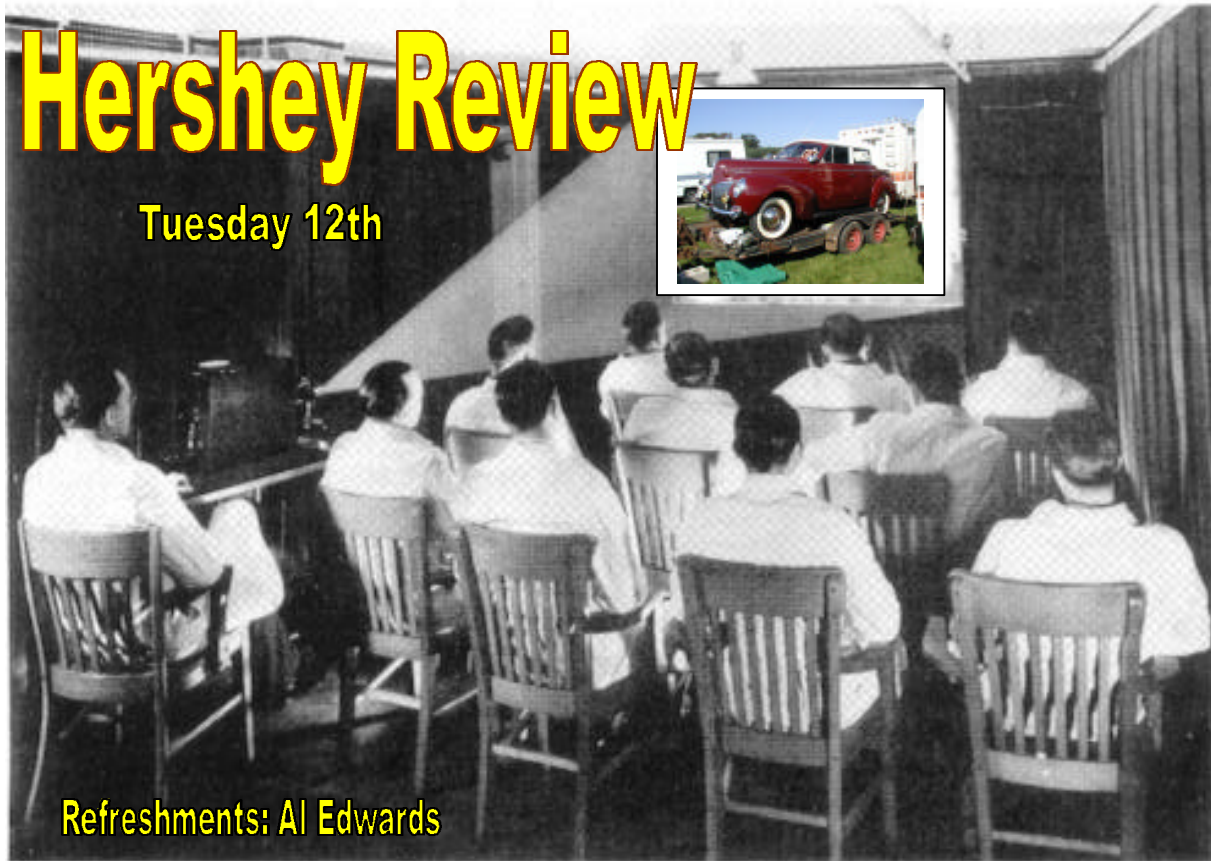
## December

- 4 **NVRG Annual Holiday Party**  
Country Club of Fairfax

**LOOK FOR ANOTHER EXCITING YEAR  
IN 2005 – PARTICIPATE AND ENJOY  
THE FRIENDSHIP AND FUN OF V8'ING  
WITH THE NVRG.**

# Hershey Review

Tuesday 12th



Refreshments: Al Edwards



**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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Historian : **Don Lombard** 703-690-7971  
Newsletter: **Cliff Green** 703-426-2662  
Web master: **kenb@headstartinfo.org**

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**