



Valve Clatter



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

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

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May 2006

Cliff Green Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004

City of Fairfax
Antique Car Show
Old Town Fairfax



Saturday May 20, 2006
10:00 AM - 3:00 PM

Location: City Hall (between Rt. 123 & University Dr.)
10455 Armstrong St. • Fairfax, Virginia
Historic Old Town Fairfax The Place to Be!

Live Music & Food!

Presented by:
Northern Virginia Regional Group
of the Early Ford V-8 Club
City of Fairfax
Downtown Fairfax Coalition



**Come See the Model-T Ford
Reassembled in 15 Minutes!**





Disassembled 1926 Model-T Ford...
Getting it together...
SHE RUNS!

Saturday May 20th, at 1:00 PM
Don't Miss this Extraordinary Demonstration!

7th ANNUAL NVRG CAR SHOW IN CONJUNCTION WITH THE CITY OF FAIRFAX

Dave Westrate has been the man in charge of this event since it's inception. He promises that this year will be bigger than ever – if we members do our part in getting out the word. There are no conflicts this year, so we should have a good turn out. All those that come comment about the venue and return. We have ironed out all the small problems from the past two years at this site so we are good to go and show! Every member should drive their car/cars to our event. It is a good time!

This year there is construction underway expanding the rear of City Hall, but we can use the parking spaces across the street at the office townhouses – and there is always hope that we can park on the grass.

What Dave needs now are volunteers the day of the meet for registration, parking cars, soliciting 50/50 and directing traffic. Please come early and help.

We have more trophies thanks to nine members who sponsored awards. They also filled in for past sponsors, who for some reason or another, did not participate this year. Camper's Trophy and Awards again donated the three principal trophies.

SEE YOU AT OUR CAR SHOW



Up Front with the Vice-President



May 2006

While this month finds our hard-working President Girman taking a well deserved break by relaxing on the deck of a cruise boat somewhere in the Caribbean, I'll do my best to fill in for him.

Even though a bit of cold rain held off the old cars, last month's Poker Run organized Hank and Cindy Dubois, Leo Cummings and Don Lombard was a hit. With the grass growing fast and the sun out longer, the tour season is really beginning to be in full swing. Hank and Leo have already lined up a great set of tours for this year and they aren't done yet. The Willowcroft tour is this month and look at the calendar for a lot other old favorites and some new tours too.

Those of you that missed the ever popular Show and Tell at last month's membership meeting at Nottoway Park missed out on some really cool items. Perhaps the biggest draw was the unveiling of Ray Kunsman's V8-60 engine in a specially constructed travel trailer. Firing up that flathead in the parking lot was a real thrill. Special thanks are due to Bill Simons for the loan of the trailer. While I designed the trailer enclosure, Cliff Green, Bill Selley and Hank Dubois worked hard to make it a reality. Cliff and Bill drove to Georgia to pick it up. Steve Peiper is now putting the finishing touches on it and there are plans to add graphics and make it really shine. This is a true testament to our Club's spirit.

While it may seem like the 2007 National meet is a long way from now, time has a habit of passing quickly. There are lots of opportunities to help put on this great event. We now have thirteen NVRG members who have paid the advance registration of \$65. I encourage you to register now. Not only do you save \$10 but your early registration helps fund all the advance work that needs to be done. You can also volunteer your time and think about donating an item to the silent auction. If you have an item, please let me know. We should have 2007 Meet T-shirts available soon.

Finally don't forget that our Fairfax Car Show is this month. Dave Westrate has been organizing the event and figuring out how to manage around the current Fairfax City Hall construction. Dave still needs volunteers to help out, so give him a call and help share the load. Thanks to all of the club members for their trophy sponsorship. I hope to see you there.

DAVE

OUR V60 DISPLAY ENGINE

Editor

Our 75th Flathead Anniversary V60 display engine is up and running in it's enclosed display trailer. If you attended the April membership meeting you witnessed the best "Show & Tell" ever presented.

A little background first. All prior National Meets make enough profit that they give the *Early V8 Ford Foundation* some of the proceeds. Most of the cash flow comes in just prior to and during the meet from the sale of raffle tickets, Chinese Auction tickets and sale of Meet merchandise. Our purpose is not to make a lot of money, put to enhance the meet as the cash comes in outside our budget. We (the Meet Committee) were offered a restored 1940 V60 on a display stand for about one third the restoration cost. At first we considered this as a raffle item, but thought that this would have very limited appeal. So, instead of donating money to the Foundation after the Meet, we decided to buy this engine and use it as a promotion and give it to the Foundation when we were through with it.

Ray Kunsman, the restorer and member of the NVRG, took a note to be paid after the meet and Bill Simons bought the trailer for us to use, so the only outlay thus far has been for some of the materials.

Dave Gunnarson designed the enclosure for the trailer and welded up the framework. Green, Dubois and Selley applied the plywood and hardware and painted it Ford Blue. They also got the engine running. Steve Pieper towed the engine out to his place in the Valley and finished up the "punch list" of odds and ends.

We are looking for a 1939 standard oil pressure gauge. We attached a direct reading gauge and the engine puts out 35 psi at cranking speed with the plugs out. \$2300 was spent rebuilding it. \$600 to recore the correct radiator!

What are we going to do with it? Tow it to all the local meets to display and run to promote our club and the National Meet plus make people aware of the 75th Anniversary. It will be at the Eastern National Meet at Batavia, NY and at Hershey. We will even bring it to the picnic! The sides will display our meet logo and our banner will fly from the top!

Now, a little history: Ford came out with the small 136cu V8 in 1937 to provide a more fuel efficient (25 mpg) and less expensive option to the 85hp equipped cars and light commercial vehicles. These 17 stud engines were obvious because of their small size. Ford introduced this engine in the European market in 1936. Performance wise, it's 94 foot pounds of torque could not compare with the 127 foot pounds from the four cylinder '32-'34 Model "B".

It was well received in 1937 with sales over 300,00. The small V8 was underpowered for the size of the car and sales declined. The last V60 was offered in 1940.

The unusual feature of these engines is that the water pumps are a common casting including the timing cover and engine mounts. Also, the intake manifold has the fuel pump mounted facing the right side and an oil breather attaches to a fitting on the front right. The heads were aluminum until 1940 when there were cast. The oil pump is gear driven off the front crankshaft gear and is integral with the front main bearing cap assembly. The ignition system is the same as the 85 hp.

In 1940 the crankshaft were lengthened just over 2" for the direct mounting of the TWO bladed cooling fan. Also the crank shaft bearings are unique.

Bill Selley and I drove to Savannah to pick up the engine.



Editor and Ray Kunsman moving the V60 into the trailer.



Ray & Bill Selley with the engine secured for the trip home



Running at the April "Show & Tell"



REMEMBERING THE V60

Bob Burke told us a story at the April Meeting about his Dad's Ford V60. Every Sunday they went to church in the car dressed up in their finest. He and his two brothers would sleep in the back seat on the way home. His father would wake them up "It is time to get out!" No matter the time of the year, rain or snow, the boys would tumble out of the back seat and begin to walk up the hill. The Ford was turned around and backed up the hill since it did not have enough power to haul the boys with it. In good weather the boys would race it to the top and win!

His Father ran into the back of a Model A pickup one foggy night because he didn't see the one tiny tail light. He got rid of the '37 V60 and bought a Chevy 6 that could climb the hill!

Tom Lumpkin's family owned a Ford V60 and would travel to Richmond in it achieving 26 mph – the envy of others during the days of gas rationing in WWII. His Father bought the '37 used in 1940 and it came with a factory installed radio! Tommy learned to drive it when he was 15. He says he got it up to 80 mph indicated on flat road! They kept it until 1946.

Driving at night with this Mother and sister at age 16, the generator went out. He was able to find another battery and drove home 90 miles on a cold night – did not run the heater motor though!

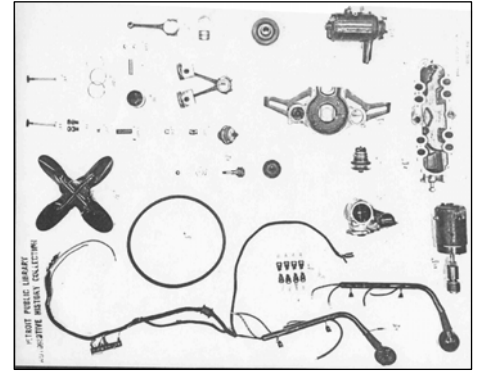
Also, during those trips in the summer, Tom related how the truck drivers would stand on the running boards and steer from the outside in order to cool off going up the hills in low gear. I thought that the 1940 V60's engines were rare, but Tom said the DC Electric Company had a whole fleet of them!

 Here is a testimonial out of the September 1937 FORD NEWS: "My regular mail route is 65 miles and on it is 216 boxes, writes William Sharp of Easton, Maryland. Start off with a full tank ordinarily; it takes just three gallons to fill the tank up again when I get back. That's 22mpg, making around 200 stops in 65 miles under the worst possible road conditions. The size and convenience of the rear trunk on my

Ford '60 are a great help to me, he adds. I can carry as many as four large mail pouches in the trunk"

RESEARCHING THE V60

Ray Kunsman, researching the history of the Ford V60, wrote the Detroit Public Library for information from their Automotive History Collection. They sent him copies of pictures taken from a Chrysler file. They bought a brand new 60 hp, 1937 Ford, disassembled it, and photographed it, piece by piece!



Mr. Henry Ford and Edsel B. Ford inspect 60-horsepower engine during demonstration at Ford Airport.



The V60 was, and still is, a popular choice to power boats, midget race cars and motorcycles. (Seen at Hershey 2005)

LIKE A KID AT CHRISTMAS

Ken Burns

Back In February a couple of things came together nicely. Helen wanted to visit Disneyland in Anaheim during their 50th Anniversary celebration and I had just found out that Nick Alexander was hosting his annual open house/swap meet/car show/BBQ in Huntington Park. Our son and his wife live about 15 minutes from Disneyland so we had a place to stay. Jump on JetBlue to Long Beach and off we go. Disneyland was nice but my real purpose in going was to see Nick Alexander's Woodie collection and if I could find any odds and ends of parts for the second '41 I'm restoring, so much the better. After a little research I found out that there's absolutely no connection between Huntington Beach (a great beach community) close to where my son lives and Huntington Park (about 30 miles away and in a very, very industrial part of Los Angeles County). Saturday morning dawned bright, clear and warm – great weather for shorts and a T-shirt. Helen, son Chris, daughter-in-law Tish and I set off for Huntington Park fairly early. Who knows what “fleas” might be there just waiting for me to relocate them to Virginia.

Following directions from the Internet we had no trouble finding the street in a mixed use warehouse and industrial area. The road was blocked off and the guys manning the gate said to just drive around until we could find a place to park. Easier said than done but eventually we found a place to park a few blocks away. We definitely were in the “hood.” Visions of the hubcap scene from “Family Vacation” flashed through my mind but what the heck – it wasn't my car. We walked back to the show area. The best way to describe it is to picture an area four blocks long with the center street and all the side streets blocked off. If you had a Woodie, street rod, custom or were a vendor you just drove in and set up wherever there was space. I was disappointed with the “fleas” but the cars were great. What a diverse group of cars – bone stock Woodies, modified Woodies, custom Woodies, mostly Fords and Mercs and a couple of Sportsmen thrown in for good measure.



Also beautifully crafted street rods and some rides crafted in the '50s complete with Frankenstein-like welds and primer paint. A couple of cars had **no** paint at all. Hey, if it's a cherry all-steel 3-window body with no patch panels or filler why would you want to cover it up with paint? Just buff it down with ScotchBrite to the bare metal and wipe down with a light coat of oil. Engines ranged from our beloved Flathead to 303 Olds to a Lexus V-8 (plates said (Lexuce) in a bare metal '32 5-window.



But the real reason for going was to see Nick Alexander's Woodie collection. I can't adequately describe the collection except to say it was like being a kid at Christmas and getting so many presents that you don't even know where to begin. First start with a block long warehouse complex, and then fill it with two rows of Woodies parked diagonally and facing one-another. It appears that Nick's goal is to collect at least one of every type of Ford and Mercury built between '32 and '51. The line up starts with a beautifully restored '32, then a '33, then a '34, etc. in order until you reach '39 when you come across three of them followed by at least four '40s include a '40 Standard with a Marmom-Herrington All Wheel Drive Conversion. The '41 is Lockhaven Green so that was a big hit with me. No '41 Merc yet but a very nice '42. Coming back down the other side a M-H converted '46, more and more 46-48 Fords and Mercurys and then the shoebox Ford and Mercs. Oh, did I mention the 4 Sportsmen plus a beautifully restored Sportsman body on a dolly just waiting to go back to the shop for assembly. The Merc Sportsman is a true Merc, not a conversion from a Ford. The last Sportsman in line is body number 3725, the very last of the 28 '48 Sportsmen built. It's a completely original car, originally owned by a little old lady schoolteacher from San Diego (honest!) with only 58,000 miles on it. We wandered through the collection several times just marveling at the quality of the cars. Some cars had original wood, some had original paint or interiors and some were completely restored. Regardless of what had been done to the cars each and every one of them was beautiful. A good vantage point see the entire collection was from the loft covering part of the warehouse. The walls were covered with large (maybe 15'x20') pictures from the Ford Archives showing Woodies being assembled in the Iron Mountain plant. Interestingly

enough, Lorin Sorensen was there for a book signing including his book on Woodies, which contains many of the same pictures.



Nick's collection is so vast and so impressive that eventually even I got bored with looking at the cars and taking pictures.

Best way to get over that is to wander a couple of block down the street to Nick's restoration facility. He originally built it to work on his cars exclusively but now about 50% of the work is on someone else's car. The facility is actually comprised of two separate shops – one for mechanical work and the other devoted to woodworking. In the mechanical shop there is a recently sandblasted chassis and various parts sitting on the floor awaiting the first steps of the restoration process. Next to it sits a nearly finished chassis (complete with a Columbia 2 Speed) awaiting a body. Judging from the color of the rims it's probably going to get the Sportsman body that's back in the main warehouse. A large industrial strength/size shelving unit holds two complete sets of restored seats on the upper shelf. A nearly complete '47-48 Merc sits there, a customer's '40 Woody is in for a little mechanical work. And the list goes on and on.



Across the alleyway is the wood shop. Again numerous cars, in various stages of restoration are neatly lined up in the shop. There's a couple of Shoebox Fords and Mercurys, the obligatory '46-'48 Woodies, a couple of '39 Standards. One of the employees explains how he's cutting finger joints and gluing up pieces to make the side framing members for Sportsmen trunks. The loft contains literally hundreds of pieces of original wood – some probably usable and some hardly recognizable. There's a huge paint booth devoted exclusively to varnish work (he uses Interlux although I prefer Pettit).



And if all of this wasn't enough Nick hosts a free BBQ for everyone attending his event. Green Acres (no kidding) sets



up four or five large charcoal grills on the sidewalk outside the warehouse and cooks up mounds of brisket and chicken. Potato

salad, coleslaw, Texas toast, baked beans, several choices in BBQ sauce and tubs of cold soft drinks round out feast. Just email him ahead of time that you'll be attending, grab a free ticket when you get there, jump in line and then enjoy! If you ever have a chance to attend this event jump on it! I guarantee that you'll come away as amazed as I did

FOR THE LADIES

HENRY AND THE SQUARE DANCE

Submitted by Steve Pieper from the Cracker Barrel Almanac 2006



“As the country grew in the early 1900’s, and bustling cities sprang up, square dancing seemed to fall by the wayside. That is, until **Henry Ford** stepped onto the dance floor. While vacationing at the Wayside Inn in Massachusetts, the great industrialist was captivated by a dance program run by a

caller named Benjamin Lovett. Under Lovett’s direction, guest enjoyed a wide range of dances, from squares to rounds and everything in between. Ford was so enthralled, he asked Lovett to come to Detroit with him, but Lovett declined because he had a contract with the Inn. So Ford bought the Inn, along with Lovett’s contract, and the two traveled back to Detroit to begin a grand dance program.

Together, Lovett and Ford revitalized square dancing. They even published a book entitled *Good Morning*, to inspire “clean and healthful dancing” as in a break from hard work and to help folks get to know one another. Soon square dancing groups formed across the country as callers kept dancers gliding across the floor into the heyday of the 1950’s and beyond.”

APRIL 11 MEETING - Show & Tell

Jim Roebuck

If you were not at the April 11 meeting, just where were you, anyway? You missed a lot of fun, weird, oddball types of gadgets and gimcracks you just don't see very often, even on or in a car.

Eric Sumner showed a woodcutting knife made by Wisconsin Knife Works of Beloit, Wisconsin, of the type that was used at Ford's wood body assembly plant in Iron Mountain, Michigan in days gone by. (That sucker looked SHARP!) He found out a few things about the company on line, and learned that they were involved in production of auto bodies very early on. After the days of wooden auto bodies passed after World War II, they were involved in furniture making.

Chad Coombs showed some interesting Hallmark models - a handsome replica '37 Ford station wagon, complete with surfboard, and a model airplane. (Heavy!) The plane's propellor really worked, and we - or at least, I - had a lot of fun spinning it when the model was passed around.

A member showed a 1930s vintage "fuel pressurizer," one of those weird aftermarket gadgets which may or may not have worked as advertised!

John Girman brought in a lot of interesting stuff (R.H.I.P.):

A sheared-off piece of a copper brake line, which showed why you shouldn't use copper brake lines; a classy '53 Ford model car a friend gave him because it looks just like his, the "real thing;" and road test comparisons of the '53 Ford vs. Plymouth, and the Ford vs. Chevrolet. Naturally, the Ford was superior in every way to those makes - as long as you agreed with the Ford ad agency that produced the reports.

Bob Burke showed a 1940 Ford dealer "prestige catalog," a gorgeous (and expensive!) piece. Completely off the subject (OK, we didn't say it HAD to be about cars), he also showed a clever glass gadget from the 1930s used to hold rodent poison, to keep field mice from crops. It sort of looks like a trap in a drain pipe. He also told a very amusing story about his childhood and his father's 60 hp. V8 Ford - you'll just have to read Mr. Cliff's column to learn more!



Mike Prater showed the oddest type of pneumatic jack (aftermarket, no doubt). The base pivots all over the place. He averred as how he wouldn't trust HIS car on that thing. He couldn't figure out how it was supposed to work.

Hank Dubois displayed a glorious 1935 Ford grille, newly restored by Charley Franz. There had been a lot of damage to the lower part of it near the crankhole, typical of the era, and the good Mr. Franz had worked wonders with it.



(Some smart aleck - I think it was me - asked Hank if he was going to pass the grille around, but he respectfully declined.)

And finally, Jim Crawford submitted for our approval a 1930s gadget touted as an

"engine analyzer" in a fancy wooden box. It was really a kind of a glorified compression tester; the idea was that you'd pump it up and down into, for example, a cylinder, and it would locate compression leaks. (To me, it looked - and worked - for all the world like a bicycle tire pump.)

Fun was had by all. See you there next time!



2006 POKER RUN

Hank Dubois

NVRG's fifth annual Poker Run was scheduled for April 22nd this year and, in spite of rain (much needed by the way), turned out to be another fun and successful Club event. The following members gathered at Fair Oaks Mall at the appointed hour where they were briefed by Chief Poker Runner, Don Lombard, and then began leaving at five minute intervals in their modern vehicles: Wilds, Girmans, Parker, Selley & Amster, Nices, McDaniels, Lombard and Dubois' with Dubois' taking the lead to set up the four stops along the tour. The first leg took us to Clifton where members scavenged in and around the town for answers to some interesting trivia questions before continuing on to the first stop at Bull Run Regional Park where the first poker cards as well as directions to the next stop were handed out.

After skirting around Manassas on the Prince William Parkway, our next leg took us south along Route 28 to Catlett and our designated second stop at the old Methodist Church in the village. Here members were treated to some light refreshments while adding cards to their poker hands and getting directions to the next stop. From Catlett, we traveled along some very scenic country roads to the hamlet of Auburn for our third stop at a restored colonial-era mill which now serves as a unique office for a landscape architect. Then it was on to the beautiful horse country around Casanova and then over quiet country roads decked out in dogwood and redbud blossoms to Opal. More pretty Virginia countryside greeted us as we traveled from Opal to our fourth stop at the Fauquier Springs Country Club. From there it was straight north on beautiful Springs Road to historic Warrenton for our final stop and lunch at Napoleon's Restaurant ... on Waterloo Street, of course!



While waiting for our lunch orders to be filled, the sealed card envelopes were opened under the watchful eye of Don who then scored the resulting poker hands. Bob "Diamond Jim" Wild was sure he had accumulated a high point winning hand but alas, upon opening the envelopes, it was deemed a bust! Many other hands suffered the same fate. Matter of fact, no real "high stakes" hands were to be found so Don ended up awarding the trophies to hands of two pair each. First place went to **Char McDaniel**, second to **Rick Parker** and third to **Jane Wild**.



The entertainment continued after lunch when I announced the answers to the scavenger hunt trivia questions. If you've been on previous Poker Runs, you know just how keenly competitive this part of the event is and this year was no exception! Some "rumblings" were heard about there being "too d*** many farm questions" but, hey, we were riding though the country and I am an old farm boy after all! First place winners of the \$25 Macaroni Grill gift certificate were El Presidente John and Patty Girman. Second place (\$15 Corner Bakery gift certificate) went to Rick Parker and third place (\$10 Starbucks certificate) went to Jim, Kathy and Jason Nice.

After lunch, some of us elected to take the "bonus" leg of the tour which took us out of Warrenton on Route 17 north to Blantyre Road, another scenic Virginia byway which intersects Route 55 just west of the Broad Run Post Office. From there, it was east on Route 55 to Gainesville and then Route 29 back home to Fairfax.

All in all, this was a great tour. We traveled on some really nice country roads that were new to many of us and the scenery was beautiful. The weather could have been a little better but we had good fun and a great time anyway. Thanks go to Don, Leo, and Cindy for helping to plan and organize this event. If you missed this year's Poker Run or if you have yet to attend a Poker Run, put it on your "to do" list for next year – you'll be glad you did!



This will be the logo that goes on the T-Shirts , display trailer, posters, etc. The embroidered hat, golf shirt design be more simple. Thanks to Billy Fox, son of member Bill Fox, for working up the graphic and giving us a huge discount! For those of you with snail mail black & white – you are missing the beauty.

BACK PAGE PICTURE

Von Hardest found a web site: (http://www.lsa.umich.edu/slavic/Ilf_Petrov/about.html) from which the photo appeared and part of the article is quoted below.

"In 1936, following a tour of the United States, Ilf and Petrov wrote *Odnoetazhnaya Amerika* (One-Storyed America), a witty account of their automobile trip across that country. In large part an exposé of the materialistic and uncultured character of American life, the work nevertheless indicates that many aspects of capitalist society appealed to the authors.

Credit is the basis of American trade. Everything in an American's house is bought on credit: the stove on which he cooks his meals, the furniture on which he sits, the vacuum-cleaner with which he tidies the room - everything was acquired by down payment. In point of fact neither his house, nor his furniture, nor the wonderful gizmos of mechanized everyday life belong to him.

It would seem that in the life of the average American, that is, the American who has work, there would have to come a moment when he pays off all his debts and becomes a real, genuine proprietor. But it's not that easy. His car has gotten old. The company is offering a beautiful new model. The company will take the old car for a hundred dollars, and is giving wonderful discount rates for the remaining five hundred: so many dollars the first month, and then...

Then the happy proprietor somehow happens to lose his work (in America it's called losing your "job") and his new automobile with two different horns, electric cigarette lighter and radio receiver is returned to the real owner - the bank which gave him credit."

FOR SALE/WANT

For Sale: Complete factory air conditioning system for 1966 289 Mustang. \$425. Also Aqua steering wheel for 1965 Mustang. Very nice cond. Bob Wild (540)347-0725

Wanted: I need to measure/make patterns for the triangular pieces that fit between the bottom of the firewall and the frame on a '35 (mine's a sedan delivery, but I think most '35 had them. Also need the same for the pieces on the inside of the cowl that hold the toe boards. Bill Bowen 540-364-6375

For Sale: 1935 Ford 4 Dr Deluxe Touring Sedan (w/trunk), Vineyard Green paint w/ correct Bedford cord interior and WW tires, correct mechanical and finish details w/added turn signals, ground up restoration of a rust free car by former member Bill Vincent, nice tour/show car, \$18,500, Dennis Bachetti (540) 788-4647 (O) or (540) 788-4161 (H).

EMAIL BAG

Tom Shaw

I thought I would let NVRG know that fellow member Ben McDonald has just purchased a portable bead blaster. He bought a slightly used compressor which has an eighty horse power diesel engine which is mounted on a heavy duty

trailer. Ben called me and asked if I wanted to be his first customer and have my car blasted with baking soda beads. Of course I said yes, but how could baking soda remove rust and paint? Ben apparently had three of his cars done by a outfit from Pa. and he was so impressed he decided to buy one for himself. The men who did his cars knew about a blaster like theirs for sale in North Carolina.

So last Friday morning Ben arrives with his friend Grant. The compressor ran great and completely removed all the paint from my car. The blaster took two hours to go through a fifty pound bag of baking soda. We used four bags. They spent the better part of a day to complete my car. Once the metal has been blasted it looks brand new but did not remove all of the rust. Ben said he would have to use a coarser material like "black beauty" to remove heavy rust.

Ben and Grant ran out of time so they left me three bags of black beauty and I'll use my sand blaster to remove the rust.

Ben plans to go into business part time with his new equipment. He can travel where ever the car is located. I told Ben he should not have any difficulty getting business for his blaster. If you need cars or parts blasted give Ben a call. I think you will like the job Ben does.

VC ads work!

Von Hardesty

Another late-breaking bit of news: my sister, Susan, and I just purchased Jay McFarland's 1935 sedan, recently advertised in the VC. Uncertain about what will happen next, or how long I shall be a co-owner, but it is a nice condition 2 car, in my opinion.

Clem Clement

I see that Auburn Heights Preserve in Yorklyn, Delaware is having open house to the public June 3-4, 1-4:30 pm and August 18-19 5:30-9 pm. This estate houses the T. Clarence Marshall Museum of Stanley Steam cars. Apparently they offer rides in some of the cars. They have an outside steam train and a Lionel Train layout as well. Web is <auburnheights.org

Art Spero

I will sponsor a "Young Restorer" trophy: awarded to the best restoration (any make), either complete or in-progress, by a person under 30 years of age. The award can be given to an "in-progress" car if no completed cars are entered by someone under 30. I feel this is one way to get the younger crowd involved in our hobby. If you agree, please let me know. (Next Year - Editor)

John Jackson, a one time member of our club was buried April 2 in Berryville. He was a Lifetime member of the AACA, EFV8CA member and the Gettysburg Chapter of the AACA. His love for old cars enabled him to be one of the best resources for rebuilding and restoring classis cars. He was most passionate about Ford V8's and Indian motorcycles. He will be missed.



V8 CALENDAR NVRG



- ◆ May 6th **Tour**– Vintage Wine and Vintage Cars (and more) Willowcroft Don Lombard 703-690-7971
- ◆ May 9th – **Membership Meeting** Program: Vintage Ford Radios – Leo Cummings Refreshments: Mike Prater
- ◆ May 13th - Winchester
- ◆ May 20th – **Annual Car Show at Fairfax City Hall**
- ◆ June 3rd - **Tour** -Virginia Wine Festival – see below
- ◆ June 2-4 Carlisle All Ford National
- ◆ June 10th - Fredericksburg AACA Meet -new show date. Special class for EFV8s. Contact Jason - 540-786-5819.
- ◆ June 13th - **Membership Meeting** - Program
- ◆ June 18th – Sully
- ◆ July 9th - National Capital V8 16th Annual Car Show, Brookville, Md Florann 410-239-7484
- ◆ July 10-13 **Eastern National V8 Meet**, Batavia, NY

COME WITH US TO THE VIRGINIA WINE FESTIVAL

Meet us at Fair Oaks at 10:00 AM, June 3rd (rain date June 4th) to caravan out to Bull Run Special Events Center, Centreville, VA.

- Free admission to the festival for driver & one passenger
- Two free commemorative wine glasses
- Wristbands entitling you to unlimited wine tasting
- One bottle of Virginia wine per car
- Over 50 Virginia wineries, Virginia musicians and artisans, great Virginia foods and more.



Reserve your space by calling the festival organizer at (540) 745-3378. This is a GREAT deal for old car buffs!

Call or email Hank Dubois if you're planning to come with us – (703) 476-6919, hcdubois@juno.com

WINCHESTER AACA APPLE BLOSSOM MEET - May 13th

Club members will be meeting at the Fair Oaks Mall at 8:00 AM. to caravan to Winchester. We will be departing shortly after 8:00 AM in order to be on the show field by 10:00 AM so we can still have a chance of finding a few goodies in the flea market. Call or email Hank Dubois if you're planning to go – (703) 476-6919, hcdubois@juno.com

MAY MEETING PROGRAM



Leo Cummings talks about vintage Ford radios – all you want to know and then some!
Refreshments: Mike Prater

BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: **John Girman** 703-242-1459

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Treasurer Greg Mensinger 703-893-5644	Activities: Dave Westrate 703-620-9597
Membership: Jim McDaniel 703-569-6699	Historian: Don Lombard 703-690-7971
Tours: Leo Cummings, Hank Dubois 703-476-6919	Newsletter: Cliff Green 703-426-2662
Past President: Steve Pieper 540-465-9512	Web master: helenandken@earthlink.net

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



FIRST CLASS MAIL

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