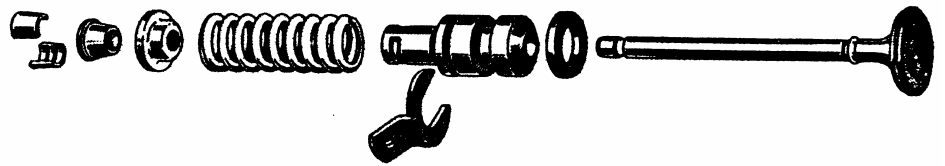




Valve Clatter



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

NEW WEB ADDRESS: www.nvrg.org

Volume XXIV, No. 9

September 2006

Cliff Green Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004, THIRD PLACE 2005

GOLDEN QUILL AWARD, "OLD CARS WEEKLY" 2003, 2005



By Von Hardesty

Here is an interesting image of a Ford truck co-opted for service in the German Wehrmacht on the Russian front. The truck is a prewar model (1938 -39). The Ford could have been exported to Germany. This is a signature image for the brutal war in Russia. The rainy season or the "rasputitsa" slowed the movement of the Germans, reducing the fast-paced blitzkrieg to a snail's pace. The heavy rains of spring or autumn transformed roads into muddy, almost impassable arteries. Soviet Russia did boast some paved roads, normally found around major cities, but most Russian "highways" lacked permanent roadbeds—hence rain was a serious challenge. The only real solution in the spring was to wait for warmer weather or in the fall for freezing temperatures and snowfall—then roads became passable again. What is fascinating about the war in the east was the predominance of horse power, literally, not mechanized transport. Some elite German units, however, had special

access to trucks and/or halftrack vehicles, but most artillery and supplies reached army units by horse-drawn conveyances. Given the fact that the Russian front was 2,000 miles (at one point reaching nearly 3,000 miles), there was full exploitation of railroads, but as the war progressed, rail traffic was often disrupted by partisans. The Luftwaffe could only provide limited air lift capacity, at evident in the abortive relief of surrounded German

troops at Stalingrad. When you look at this Ford truck, mired in the mud, you can sense how valuable it was to this German unit. If the truck managed to navigate through this mud, there was the arduous task of dealing with bumpy terrain and unforgiving landscape in Russia. Breakdowns were common. Being American-made, this truck no doubt posed a problem when it came to spare parts. Any major mechanical problem no doubt meant abandonment of the truck. The Russians, it should be noted, had a more pleasant experience with American trucks, via Lend-Lease. Even today Russian veterans remember fondly the many Studebaker trucks sent to them during the war by their erstwhile American allies, a move that gave the Red Army great mobility. Russians drove American trucks to the gates of Berlin, and along the way, littering the roads with spam cans, another key lend lease shipment from the USA in World War II. (See comments, page 10)



UP FRONT WITH THE PRESIDENT

September 2006

We had a great time at the Drive-in Movie Tour! We sure had a lot of NVRGers in attendance. We added to our dubious record by seeing the third Johnny Depp movie in three years. I guess we're on a losing streak in that regard but we still enjoyed the evening. One of the nice features of this event is that we get to visit some of the club members in the Shenandoah Valley. This year we were able to have garage tours on the Sunday after the movie at Bob and Jane Helms' garage and Steve and Wendy Pieper's garage. Their hospitality really capped off a nice weekend.

Speaking of tours, Don Lombard and Ken Burns have been busy planning the upcoming Lebkicker Tour for the end of October. In their usual fashion, they've put together a full slate of attractions centered on the Hagerstown, MD area. You'll really enjoy this tour so check the VC calendar and mark your calendar. (If your early Ford V8 isn't running, sign up anyway and team up with someone going in an early Ford V8 or drive your modern car.) Don't forget to vote for whomever you think is most deserving of the Lebkicker Award. We also have the "short tour" to the Armed Forces Retirement Home in early October.

Cliff Green earned yet another award for the Valve Clatter. We just received the certificate for the 2005 Golden Quill Award from Old Car Weekly. Congrats, Cliff. It is well deserved. And NVRG members who have contributed to the VC this past year, give yourselves a pat on the back as well. Cliff is usually in the enviable position of having to figure out how to fit too much material into the VC. NVRG is certainly blessed with many prolific and good writers.

Frankie Martin is still taking orders for white, NVRG polo shirts. If your old polo shirt is looking like it's seen better days, it inexplicably changed size (for some reason, they usually get smaller) or if you just never got one, now is your chance to rectify that situation.

Also, we're going ahead with plans to produce another NVRG calendar. Jim LaBaugh will be collecting the photos and Ken Burns will work on the layout. The calendar sold out very quickly last year so we'll try to print up more to satisfy the demand. At the Batavia Meet this year, we had one of last year's calendars on display and folks there kept trying to buy it, even though the year was half over. I guess we must be doing something right! What that means for you is, get the pictures of your car and other members' cars together and send a high quality print or file to Jim. If you haven't been taking photos for the calendar, this is your warning to get going.

NVRG elections are just around the corner. If you'd like to help out with planning the club activities, let one of the current board members know or self nominate yourself at the September meeting. We could always use new workers and ideas for the board.

Have you been collecting your Hershey needs? (I say "needs." Patty says "wants.") It's just around the corner. The NVRG is looking into getting a camping/meeting spot up there as it has for many years past. Hope to see you there and at other NVRG functions.

JOHN



WESTERN NATIONAL MEET, TACOMA, WA.

Editor

I was flown out to the Tacoma Meet, at the National Club expense, to serve as National Deputy Chief Judge.

As usual, the Western Meet lived up to my expectations and beyond. They always think outside the box and make the meets a vacation experience. Usually they are held at a resort of some sort, but the 2006 was headquartered at the Tacoma Sheraton. Tacoma, I was told, was the arm pit of the NW, but serious restorations have taken place to make this a place to visit.



I was able to observe the operation of the meet in anticipation of our gathering in 2007. The first eye opener was their budget of \$250,000!! This is over three

times our plan. The meet did run five days with tickets for every event, and times 700 people, that adds up fast. Also, the Puget Sound RG runs a Annual Swap Meet every year with 350 vendor spaces plus the food concession = \$\$\$

The numbers: close to 400 registrations, 55 cars to be point judged, 14 walk arounds, 36 Rouge, 76 Touring, 49 Touring A, 53 Display.



On the first day the, Welcome Party was held on a Seattle Ferry boat that took 90 V8's for a 3 hour cruise! The food was spectacular, and there was shrimp and cold salmon left over! This cost \$45 a head, and it did not scare anyone away!

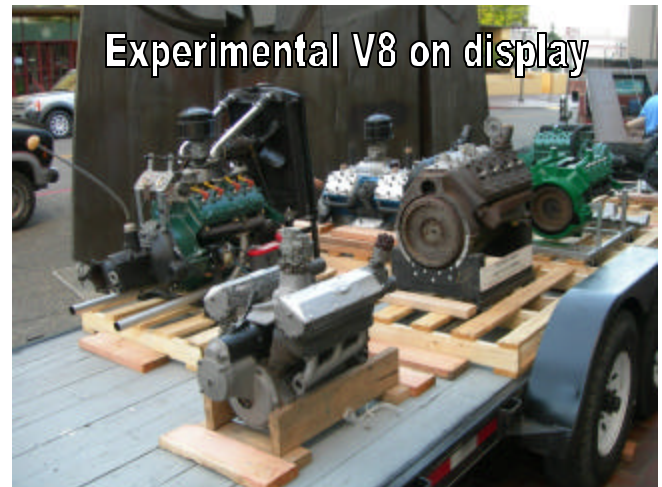
The Ladies Luncheon affair was held the beautifully restored century-old Thournwood Castle followed by a stop at the Garden Estate of Lakewold.

The Concourse was held at a city park 8 miles away from the hotel and 12 from the trailer site. A fire truck ladder provided a photographer the position to take a picture to be given away at the Awards Banquet.

The sock hop that night was held in a facility that swallowed 600 people. The dance floor was filled dancing to a DJ prior to the floor show. Upon entrance to the event, you had your picture taken in front of a gas station mock up.

I had to return on Thursday and missed the tour to the Harold LeMay Museum – the largest collection of Classic Cars in the world! On Friday there was a driving tour that 8 groups of 15 cars signed up for – a **170 mile** guided V8 Tour to Mt. Rainier with a climb to 4,600 feet! (It is a big chore for us to do that on a three day Lebkicker tour!).

The western V8'ers make a big deal out of their meets and it is something that I highly recommend for a V8'er attend.



OLD VEHICLE REVIEWS

By Vernon Parker

August 4, 2006

This article appeared in the WASHINGTON TIMES "Out of the Past" by Vern Parker

1953 Ford is intertwined in lives of Vienna couple



Ford Motor Co. couldn't write a better script than this for a screen play about the golden anniversary of the company.

Both John and Patty Girman grew up in Hinckley, Ohio, where her parents owned a 1953 Ford. She spent many weeks in that Ford on family vacations exploring the western half of the country.

His parents, too, owned a 1953 Ford. He took his driver's license test in the family car and later, in his junior year of high school, while on a date with Patty, succeeded in totaling that car. Fortunately, no one was hurt.

His best friend, a couple of years older, also owned a 1953 Ford. The pair had many -- as yet unpublished -- adventures in the car. Young Mr. Girman even learned how to drive in that Ford.

Along about the turn of the century, the Girmans, now husband and wife, thought an antique car would be a nice addition. After considerable thought and exploration they eventually came to the conclusion that any antique car would have to be a 1953 Ford. How could it possibly be anything else?

They searched in all the usual places, thinking at first that a convertible would be nice. The selection of convertibles was sparse. "We wanted a good-looking driver and most of the convertibles had automatic transmissions, which we didn't want," Mr. Girman says. "Besides," he says, "the convertibles were show cars."

After more than a year of fruitless searching, Mr. Girman saw a notice of a 1953 Ford for sale on a bulletin board near his office at the Environmental Protection Agency. A colleague who knew of his hunt had found the car for sale on the Internet, printed it and posted it just to see how long it would take Mr. Girman to notice the posting.

Within an hour Mr. Girman was in touch with the owner by telephone on a Friday. "After a couple of phone conversations with the owner, Patty and I were on our way," Mr. Girman says.

On Saturday the couple flew to Columbus with a tool box full of everything Mr. Girman thought he might need if he bought the car. The big problem was getting a container of nonflammable water pump lubricant through security. The fact that they both had one-way tickets probably didn't help matters.

Once in Columbus they rented a car and drove on to Richmond, Ind., right across the Ohio border.

"Our first impression of the Sungate ivory Ford with a white top was good," Mr. Girman says. The base price of the car when new was \$1,941.

A careful inspection revealed a few imperfections. The car had no license plates but that deficiency was overcome when the owner said he was a used car dealer and could issue temporary license plates.

"It started a little hard but ran well," Mr. Girman said. "It had overdrive but it didn't appear to be working well."

While the owner waited, the Girmans debated the merits of the Ford. It need some work, but seemed to be a good driver. The paint was marginal and although the upholstery was in good condition, it was not correct. After waffling awhile they decided to buy the car if the price was right. "To our surprise," Mr. Girman says, "the bargaining with the owner was brief."

The biggest decision was yet to be made.

"We elected to drive it the 525 miles home, not a decision to be made lightly with an unproven car," Mr. Girman says.

Before heading home to Vienna in their new/old car that rode on a 115-inch wheelbase, the couple made a stop at Jiffy Lube where the oil was changed (they didn't have a filter that fit), and the coolant was drained and replaced with unadulterated water.



After looking at the 239-cubic-inch flathead V-8 engine that develops 110 horsepower, one of the attendants explained to his compatriots that this was "one of those flattop engines."

Indeed, Ford started building flathead V-8 engines in 1932 and continued on through the 1953 model year.

In two cars the Girmans drove to Columbus, where the rental car was returned, and then continued on to Cambridge, Ohio. It was close to midnight when they stopped at a motel.

The next day, a Sunday, was not a good day. It was midday before a AAA truck finally got the reluctant Ford started. The farther they drove, the worse the car ran. They stopped in Morgantown, W. Va., to refuel themselves and their car. Fortunately, they parked on a hill before shutting off the engine.

As expected, the Ford would not start. Fortunately, a few sympathetic passers-by offered to push the car downhill and when Mr. Girman popped the clutch, the engine roared to life.

-- as did many of the spectators. "The engine always seems to promise more than it can deliver," Mr. Girman says.

They struggled the rest of the way home without shutting off the engine.

Safely at home, Mr. Girman discovered the new-looking spark plug wires were quite old and cracked. The battery was the wrong size (too small). Additionally the spark plugs were old and were gapped at varying dimensions. An incorrect Stromberg carburetor wasn't giving the correct signal to the vacuum advance of the distributor.

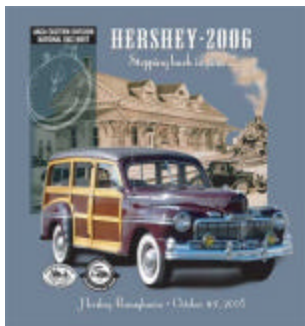
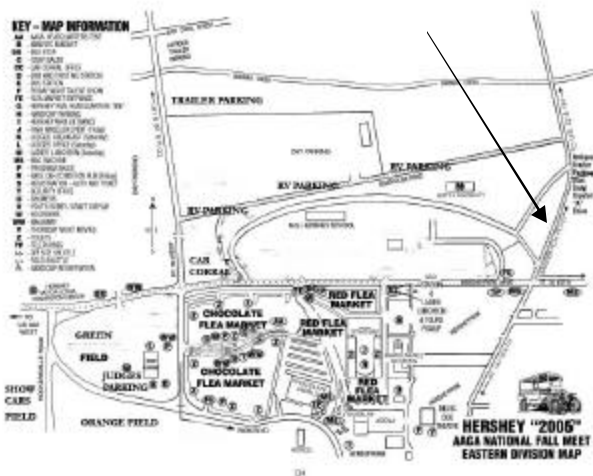
"Put all that together and you get the picture," Mr. Girman says, "a tough trip home."

A couple of years of fine tuning the Ford has left the Girmans with a reliable car that brings back fond memories.

"It was meant to be," Mr. Girman says.

HERSHEY

CAMP SITE



Go to the AACA web site and look at this map. Everything has changed. Nothing is sacred! Since the White Field is gone, that puts last years camp site a hike to the Red Field. Our old site, behind the farm house, would be ideal if they had Porta Poties and they gave a price break for camping. As for now, Green, Selley and Amster will go up Tuesday (with the display trailer) and we will advise John Girman where we are and he will spread the word. Most likely it will be in last years spot –If your cell is changed from last year, let John and Green know. Also, there will be a sign up sheet to man the display engine and push registrations and sell T-Shirts. Two hours of your time is requested. We have requested space from Dennis Carpenter along side the V8 National tent and the V8 Foundation.

Again, for the umpteenth year we will be gathering at the Penn Hotel. Cliff Green will be taking reservations. This is

a must to let the staff arrange the table. On Thursday last year we had 32 members. Come join us for V8 comradeship.

NVRG INFO AT HERSHEY

Camp site: Hershey Park Drive, past old white field to left on Sandbeach road – immediate left up slight hill. At top of hill right into camp grounds. Continue to end and look to left down steep hill at tents gathered by stream. Look for NVRG Banner. Social Hour 3-5:45.

You must have a reservation with Cliff Green to eat at the Penn Hotel . Cell 703-346-1458 Make reservations with Dave Gunnarson if you plan on breakfast at the camp site.

Walkie talkie Frequency 5-8

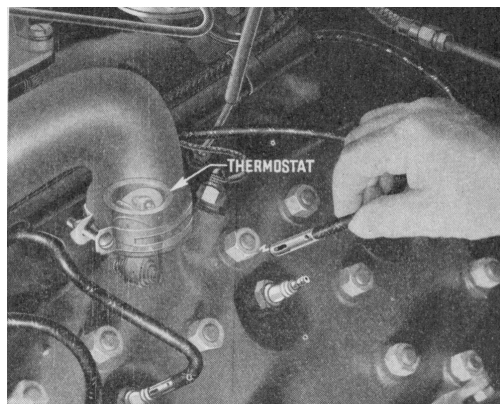
Lumpkin CC-88 Crawford CP-67 Coombs C3E-31
Hill CU-70 Blum C3C-25 Clem ???
Wheilhan CP-61 EFV8CA (display engine) WCC-24

TECH TIP TESTING SPARK

John Girman

Have you ever wondered why they say to test for spark by holding the spark plug wire 3/16 in. (or 0.1875 in) from the head or some other metallic part of the engine? After all, a typical spark plug gap is only 0.025 to 0.030 in. Why use a

gap for testing that is 6 or more times larger?



Here's why. As we all know, air is an electrical insulator and the more air, the greater its insulation properties.

When the spark plug is fired outside the engine, it only has to overcome the insulation between the spark plug electrodes of a normal atmosphere with a density of about 15 psi. However, the air/fuel charge inside an engine near the top of the compression stroke is more like 100 psi, with the exact value depending upon the compression of the engine. That means the air/fuel charge within the engine and between the spark plug electrodes has an insulation value roughly 7 times that of the air outside of the engine (100 divided by 15 equals approximately 7). To mimic the conditions with the spark plug inside the engine when the spark plug is outside the engine, we have to increase the gap from the spark plug wire to the engine head by a factor of 7 to realistically test the engine spark. If the coil is weak or the condenser is defective, you could get a spark outside the engine that looks good when the spark plug wire gap is 1/8 in but it will not have enough voltage to fire a spark plug inside the engine.



problem. Who says auto mechanics are infallible when it comes to their own cars?

We were joined at the restaurant by the **Piepers** carrying **Greg Mensinger** shoehorned into their sporty Corvette, and also by the **Helms** and the **Edwards**. After a sumptuous meal, the entourage took off for the Stephens City Drive-In movie theater. Our cars lined up in the theater lot, and spectators immediately oohed and ahhed over the assemblage. There was also a "Chivvy" group assembled with their modified bow-tie vehicles, and naturally

V-8ing AT THE DRIVE-IN MOVIES

Hank Amster

It started out as a small but excited group of tourers that left the Fair Oaks Mall parking lot on Saturday afternoon bound for a retro weekend in Stevens City, VA. Led by the **Girmans**, the group included the **Greens** also carrying **John Sweet**, the **DuBois**, the **Martins**, and the **McDaniels**. The bunch were joined enroute by the **Amsters** as they cruised by Haymarket, and reached the Holiday Inn in Stephens City an hour later, where they were joined by the **Wilds** and **Butch Myrick** and **Frances**. Upon parking at the Inn, Jim McDaniel's trusty '51 Cruiser decided to anoint the parking lot there with radiator fluid. An exploding radiator hose caused the eruption. A short trip in the Girman car to a nearby auto parts store for a new hose quickly solved that problem after it was installed by a myriad of willing hands, and the '51 was good to go on the next lap of the journey.

we paid our respects to that bunch. They reciprocated in kind. Most of us watched the redux movie of "Pirates of the Caribbean", a less than enthralling semi-spectacular flop compared to the first flick, which incidentally we also saw at the same theater two years ago. But as the saying goes, "who goes to the drive-in to watch the picture?" The option on the other screen was "Stick It". Doesn't that sound like a winner? For those who made it through the first features, the second bills featured "Monster House" and "Barnyard". You can't win 'em all! The main thing was that all enjoyed the camaraderie and the nostalgic atmosphere and old-time fun at the family drive-in theater.



The group reassembled after the hotel check-in was completed, and motored a short way down the road to the New Town Tavern for the dinner ritual. Do you believe that Butch's 46 Sedan Delivery gave out on that two-minute trip? It did! Apparently, he had swapped his "show" coil with a "go" coil before leaving for that long journey, and hadn't tightened the ignition wire connection securely. A bevy of roadside activity quickly solved that



We all arose early the next morning for the hotel's complimentary breakfast, and were on the road again at 9:30AM for a cruise to see Jane and Bob Helms's great garage with attached lovely house in Woodstock, Va. The

Helms's were most gracious hosts, and their homemade treats with coffee were delicious. The group toured Bob's garage facility in the house's lower level, and much envy was evident from the guys, while the ladies just sighed as if to acquiesce in the men's enjoyment of the facility. Bob's two Mercury's, a 1950 sedan and a 1953 coupe were resplendent in their surroundings. His latest restoration acquisition, a 1953 Ford Sedan, looked as if it anticipated a fun future, being torn apart, refurbished, and then being reassembled. Bob's other toys were also in evidence: a new red Mustang GT fastback, and a Honda cycle ready to charge out onto the country roads.



After much prodding from the tour leader to maintain the scheduled itinerary, the group hit the road again bound for Wendy and Steve Pieper's elaborate garage in Edinburg, VA. To describe that place as a "garage" would be like calling Windsor Castle a nice bungalow. Steve's playhouse-restoration facility-automotive temple is beyond description. It is an immaculate machine shop, antique car museum, rest home for old-car buffs, leaving nothing to the imagination. Steve's motto is obviously "why buy a part when I can make it", and make it better than the original to boot. He has all the machine tools to do just that. The "office" area is spotless, and contains a receptionist (dummy) replete with short skirt, a coffee table made from a hot-rodded engine block, and a gallery of mementos acquired from other auto museums. Currently, Steve is involved in a ground-up restoration of Wendy's infamous Nash Metropolitan. It looks rather forlorn sitting near Steve's immaculately restored stable of cars: a 1957 Buick Station Wagon, '57 Chevy Nomad, '41 Ford pickup, '32 Ford hot-rod, '36 Ford hot rod, 1920's Model T, '53 Studebaker Hawk, etc. And of course sharing center spotlight with this collection is the BMW racer Steve drove at the Bonneville Salt Flats in Utah.

Photos courtesy of Jim McDaniel



Here Steve Pieper is demonstrating a form that is used to determine the shape of a scale 1936 rear fender. The metal is shaped and compared.



Steve demonstrated all his metal working machinery including this English wheel. He designed and made the frame to hold the wheels.



Here is part of the collection. In the foreground is Wendy's Metropolitan under going restoration. Also note Jim McDaniel's police cruiser down for overhaul.

EMAIL BAG 1948 FORD F7 STAKE BED

Jason Javaras

We saw this truck at the Charlotte AutoFair this Spring and were so impressed that we turned around a week later and drove to Bristol, Tennessee to buy it. It once had served as a fire truck for the Benhams, Va. fire department and was converted to a stake bed to be used as a work truck. It now has 21,000 original miles on it. The previous owner did a complete off frame restoration on the truck, putting a military troop carrier bed on it, and painted the truck traditional olive drab to match the bed. In the process he added practical upgrades such as electric brakes, and dual exhaust and converted the ignition to 12 volt. Believe it or not the truck for a while hauled one full size car behind it and another in the bed – don't ask me how they got it in or out.



The F7 is powered by the Rouge 337 c.i. flathead V-8 engine that was the largest engine Ford had ever put in their production trucks up to 1948. Coupled with the 5speed overdrive transmission it easily cruises at highway speeds. Below are some specs that may be of interest. Hope to bring it to the Eastern V-8 Meet in 2007.

Max GVW 19,000 lbs.

Rating – 2 ½ tons

Engine – 337 c.i., 145 hp, 255 lbs ft. max torque.

Clutch – 12"

Timken 4 wheel drive front axle.

Single speed hypoid quadrax rear axle, 6.80 to 1 gearing.

16 ¼ x 3 ½ in. rear brakes, 16 x 2 ½ in. front brakes,
double brake cylinders.

20 in. dual rear wheels, 2 piece, 12-ply tires, 8 stud wheels.

Brakes are vacuum actuated with power brake cylinder.

Loadomatic ignition.

Dual throat concentric carburetor.

5-speed transmission w/overdrive in 5th gear.

Fresh air intake heater/defroster.

Front springs 46" x 2 ½ in; Rear springs 52" x 3"; 7 leaf aux.
Springs.

It is a ball to drive. Happy V-8 ing.

FIREMAN'S PARADE

Tom Shaw

Thought you might like to know that Hank Dubois asked if I would drive my car in Mt. Airy's annual Fireman's Parade carrying the Mayor and several other people last Thursday. I told him I would, particularly since there would be a \$250.00 donation made to our Club.

I spruced up the 51 convertible and headed over to Mt Airy with the top down. I didn't get too far up Rt. 15 before it started to rain. I stopped on a side road and put it up. I arrived at the starting location for the parade about an hour early. I put the top down again. I met the Mayor and found him to be a really nice guy. He was truly grateful to me for bringing my car over to his town. He said that other dignitaries would be riding in new Mustang convertibles but he thought the old car was the best.

It was a very long and hot parade. But, the car did fine, even though it was hard to keep the car at a snail's pace set by the Mt. Airy's Marching Band. The parade was long, but we were near the front and I expected to head home after the parade. Little did I know that when we got to the end of the parade the State Troopers had my exit blocked to return home. The Mayor said that the parade would probably take another hour. He stayed with me for a while then left on foot to take refuge at a commissioner's house near by. This parade had every possible vehicle from fire trucks, ambulances and even the local septic truck. When the parade finally ended it was dark.

I started off for home with the top still down. Well, I got caught out on Route 70 in one of the hardest rains I have ever experienced. This was the same storm that struck a carnival ride with lightning hurting several people. I was parked near by just a few minutes earlier. I pulled off Route 70 on an off ramp and put the top up. It must have taken five minutes to get it buttoned down. Mean while the inside of my car and I got soaked. We all know how slow the vacuum wipers work on these old cars. Well, mine tried valiantly to keep the windshield clear but the down pour was so heavy it barely gave me enough sweep to see the road. Of course the eighteen wheelers had to pass and make things worse. The rain-ex on the windshield helped some but not enough. The windows were now steamed and my defroster didn't work too well either. This was the preverbal white knuckle ride.

I finally made it home about an hour or more later. I towed the interior off and left the windows down. Several days later the rugs dried out and the car doesn't look too much worse for wear. The little red Ford convertible got me home safely, although there were some tense moments. Most importantly our Club treasury is \$250.00 richer.

The Mayor took my phone number after the parade so he could call me next year for the Fireman's Parade. I think I will be out of town then!!! Just kidding.

EMAIL BAG (cont)

TOAST

Jim McDaniel

For an update on my Sheriff's cruiser (that overheated on the drive-in tour), the engine is toast. Ben McDonald now has the car and had the engine pulled and evaluated by an engine shop that he uses and has confidence in. They recommended against rebuilding that engine. It already had a cracked block -- that's the one I used the "Blue Devil" on years ago. Remember that? That stuff sealed it and it has held all this time. It still held and is not cracked anew; however, that's the point where the head gasket blew, and their professional opinion was to not rebuild it. Don't want to give them a reason to not stand behind their work should it fail later.

I took down the original engine I had in my basement to Ben's yesterday, in my pickup. That's the engine that I pulled out of the car 6 or 7 years ago when I blew a piston. It's the original engine from the car. Rather than rebuild that one at the time, I had another rebuilt engine put in the car. According to Dan and the engine shop, the block on this one seems fine, but looks like it needs to be bored out because of the one that blew. I've given Ben the go-ahead to have it taken apart and rebuilt. I'm also having it balanced.

Ben's doing several face-lifting chores for me as well. Engine compartment is going to look good again. He's also going to put in REAL temperature sensors and gages. No more guessing. I'm excited that my 30-foot show car should be at least a 15-foot show car when finished. Am also having Ben put on dual exhausts with Smitties. Oyeah!

Tom Shaw

I would like to know if anyone in the club has the tools that removes and replaces both the drive pinion (rearend) and transmission seal? Would you please place this message in the next month's Valve Clatter? Both of these seals are leaking in my 1953 Ford I am restoring and need to be replaced.

Jason Javaras

I'm sending you a couple of shots that we took at the Ford Nationals at Carlisle this Spring. The pickup belonged to a EFV8er from the Carolinas (didn't get his name). The supercharger was supposedly a dealer - installed option and came with dual exhaust and a few other goodies. I'd heard about them but never seen one. This guy was really into 40s. I gave him my card but didn't get his name. Anyway it was a slick truck. One of very few EFV8s at the show.



Nick Arrington

Short Story-took a "better" car out to my son who is now in Fort Collins Colorado and poked my way back across Kansas and Colorado back to VA. in his old "clunker". Stopped by "Easy Jack and Son" - long time Hemmings advertiser. Great Junkyard. He has a 34 Coupe "Circle Burner" Stock car -very very rough-back in the weeds. Could of spent a day just walking through the yard



Also, In a tiny Kansas town I spied this Ford dealership that still had the Ford Neon oval sign from the 30's hanging in front.

Alan Wheilhan

I processed the last batch of OEM "Richardson" hard rubber case Ford and Lincoln batteries to slip over Optima batteries using the last of Newcastle's batteries before they went bankrupt last summer. Antique Battery Co. uses their own generic group 24 case for their various make batteries. Group 24 is slightly smaller than the correct group 2 (2LF and 2HF) and the inset panel for the various logos is obvious. For this reason I will probably not make any more new and completely correct Optima/Ford batteries. There are a few left for those who want the best. I can still process used batteries, so do not throw them away. They can be brought to me at Hershey or my warehouse in Frederick. Members can call me about this at 301-874-5464 or cell 240-367-7530.



FRONT PAGE COMMENTS

This looks like a 1938 or 1939 truck based on the grille and the front fenders and headlights. It looks like it may have been made in the UK or Germany since the windshield is flat. All US made Ford trucks from 1937 up had a split windshield, but I noticed that this change did not occur in European built trucks. I have a copy of a brochure from England for a 1935 1-1/2 ton truck and it shows a different body style from the US versions, with numerous differences in body panels. This may be similar to what happened to the cars of the same era .

BACK PAGE PICTURE

The unnamed hurricane that struck New England in Sept 1938 bore havoc especially over RI and SE Mass. The electricity was out for weeks. Here is an improvised way to pump the gas. Note the price at the pump.

SELL/WANT

SELL:48 Ford Convertible Street Rod, All Steel. Built in 80's, Candy Apple Red, Very straight and presentable, Chevy 350/Turbo 350. Recent upgrades. Still needs some minor sorting like radio and horns. \$35,000.00 OBO Call Nick 703-754-2827 eves.

SELL. Two wheeled car dolly in good condition. \$525 Bob Wild 540-347-0725

AUCTION: This is the BIG ONE!! CHECK out this car parts auction 9 days of auction. Ford stuff on day 1 ,Sept 23rd. Right on the PA/MD border in Littlestown, PA.

<http://cochranauctions.safeshopper.com/394/cat394.htm?202>

I think most of us knew Archie. He always was in the main building at the Frederick fleas with 1/2 of the building full of car parts. He haunted everywhere chasing parts. He told me once that he thought he had \$2M in parts. At Carlisle he was straight in from the gate toward the grand stand. He would be seen at the Denton AACA meet and many other meets. He surely had the parts and could find almost anything you needed. A year and a half ago, while he was packing for the Frederick meet in March, he accepted his call suddenly. I surely miss speaking with him and world affairs as well as car parts. Clem

SELL: NVRG white polo shirts with pocket, \$25. Order from Frankie Martin 703-928-7136

NVRG CALENDAR

A 2007 calendar is in the works! The 2006 version was so popular that a larger '07 run will be made. Pictures should be submitted to Jim LaBaugh for consideration.

jlabaugh@erols.com Images should be over 600k.

NEW NVRG WEB SITE

Our web Master, Ken Burns, has done a terrific job on our new web site. Take a look at www.nvrg.org There is a link about the 2007 Meet to download early registration forms. If you have not done so yet, please submit. Ken plans to continue developing the site, so check it out often.

THE ANNUAL DICK LEBKICKER AWARD

PURPOSE: The selection and subsequent presentation of this annual award to a fellow club member who exemplified the qualities exhibited and practiced by our friend and highly respected club member in whose memory this award is named.

OBJECTIVE: Be it know that club members of the NVRG of the EFV8CA will, through the process of nominations/voting, select the person most deserving of the award. The award will be presented to a highly active club member based on the qualities, presence, demeanor, and contributions to the betterment of this regional group as were demonstrated by the attributes of Mr. Dick Lebkicker. This person will be someone who has repeatedly, if not characteristically, demonstrated one or more of the following characteristics:

- ❖ Love of the Cars
- ❖ Drive the cars.
- ❖ Support the club : Assume office, take responsibility- Attend meetings, Encourage others - Recruit new members. – Participate in tours and activities – Help plan meetings, programs.
- ❖ Help fellow members:
 - Mechanical – fixes cars and advises others.
 - Help others as needed, when needed, where nee
 - Offer assistance to resolve car related problems an-identifies vendors of part/services.
 - Set aside own projects and priorities for the betterment of the club and it's members.

Mail in vote for up to three members. Email Ken Burns by Oct 16th (helenandken@verizon.net), phone by Oct 1st 703-978-5939

ANNUAL LEBKICKER TOUR

We will be touring to spend two nights in Hagerstown, Md leaving on Friday, October 27th. There will be a tour of the RT 11 Potato Chip Factory, lunch in old town Winchester, scenic Rt. 40 to Hagerstown.

Saturday – Tour to Hancock and the C & O Canal, Lunch at Berkley Springs, Sidling Hill Exhibit Center and banquet at a German restaurant in Hagerstown.

Sunday – Emmetsburg Firefighters Memorial, three covered bridges in Maryland, lunch in old town Fredrick.

More details to follow in a separate mailing.

According to the NVRG by-laws it is time again to nominate members for the Board of Directors. Please think of members who would be of benefit to our busy club. We need new blood for new ideas. Please consider accepting a nomination from the floor this meeting.



V8 CALENDAR NVRG



- ◆ September 3rd – Downtown Herndon – Municipal Ctr,
- ◆ Sept 4th – Clifton Labor Day Show – Custom Cruisers
- ◆ Sept 10th – Sugarloaf Mt. AACA , Mt Airy, MD
- ◆ Sept 14-17 – Loew’s Motor Speedway – Fall AutoFair, featuring woodies.
- ◆ Sept 12th – Membership Meeting Program K.R.Wilson tools Refreshments: Nick Arrington
- ◆ Sept 23rd – Bull Run AACA – Grounds of Manassas Museum
- ◆ Sept 24th - Lucketts
- ◆ Sept 27-30 – Fall Carlisle
- ◆ October 1st – 49th Annual Antique Auto Assembly – Armed Forces Retirement Home, Washington
- ◆ October 4-7 – HERSHEY
- ◆ October 10 – Membersip Meeting – Program: Hershey Review Refreshments: Cliff Green
- ◆ October 14th – Rockville
- ◆ October 27-29 – Annual Lebkicker Tour - Hagerstown area. More info TBA
- ◆ November 8th – Membership Meeting Program: Edsel Ford with John Sweet Refreshments: Open
- ◆ December 2nd - Annual Holiday Gala – Country Club of Fairfax

**ARMED FORCES RETIREMENT HOME
49TH ANTIQUE CAR SHOW
OCTOBER 1ST**

NVRG event – it is the only show without an entry fee and includes FREE breakfast. NVRG has donated \$\$ to help with the event. We will caravan from Fair Oaks at 8 AM. Contact the President for more info.

July, 1919 THE FORDOWNER

SAVE 2/3 OF YOUR LABOR COSTS

and do better work than ever went out of your shop before

Transmission Bushing Reaming Machine
Completely remanufactures Ford transmission in 30 minutes. All gears revolve absolutely true, without wobble or noise. No other method gives satisfactory job. Average time required to set up and ream any bushing, 2 minutes. With labor scarce and costing a cent a minute, how many minutes and hours can you afford to lose by inefficient methods? Machine now furnished complete. Ford part weight, 35..... **\$68**

WILSON'S BEAR AXLE PINION GEAR PRESS
Take off and put on the pinion gear with ease. Length 18 1/2 in. No matter how tight it is, it is pushed off. The tool is an absolute necessity..... **\$20**
Shipping weight 30 lbs. exact.

TRIPLE GEAR BREVETING JIG
Reverses Triple Gear Pinion, making gears as perfect as possible as new..... **\$4**

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Best slugging, means perfect straight hole as silver as good..... **\$5**

CAM SHAFT ALIGNING REAMER
Only method of getting cam shaft true before in line. Takes out all burrs..... **\$10**
K. R. WILSON, BUFFALO, N. Y.

WILSON-STANDARD HONEY-COMB RADIATOR
Four times working capacity of regular model. Easily repaired if frozen or damaged. No other radiator built so strong. Oil spray feature eliminates the objectionable points of all other models. Size frames 18 in. top and bottom with heavy mesh. Reinforced edges deliver the proper radiance around entire circumference. Prompt delivery..... **\$22**

MOTOR STAND—Holds motor in every position, working better made..... **\$20**
A Few High Class Solutions Warrant Attention in the U.S.

MAIN BEARING AND CONNECTING ROD ALIGNING REAMER
The new way. Reduces hours to minutes. Superior to all other methods of hand scraping or burning-in. Absolute alignment and perfect fit. A day's work done in 35 minutes. My cut-alike explains all..... **\$28**

Transmission Reamer
Reamers now repair the worn Ford Ford in the shop, early-born 1915 Ford Service..... **\$28**

K. R. WILSON
10-16 LOCK STREET BUFFALO, N. Y.
Export Office, 205 Postal Telegraph Bldg., New York
When writing advertisers—just say FORDOWNER

This months meeting will feature a “Show and Tell” about KR Wilson tools. Bring in what you have for the benefit of the members.

During the years 1925 and 1926, K. R. Wilson sold the Ford Motor Company, and Henry Ford himself, the idea of a complete service system for Ford's franchised garages and agencies all over the world. His tools were designed to aid the Ford mechanic for a quarter of a century. Wilson produced hundreds of thousands of special tool items for every model of Ford, Mercury, Lincoln, and Ford trucks, and these KRW products are scattered all over the world.

Refreshments: Nick Arrington



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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

Vice President: Dave Gunnarson 703-425-7708	Programs: Eric Sumner 703-709-4164
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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