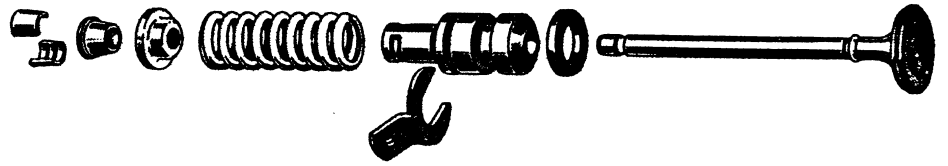




Valve Clatter



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

NEW WEB ADDRESS: www.nvrg.org

Volume XXX, No. 3

March 2008

Jim LaBaugh Editor

Watch the Fords go by!

Ford was a manufacturer of both automobiles and aircraft, so it was only fitting that February's garage tour included both. The usual assembly of members at Fair Oaks Mall was led by Frankie Martin in his 1951 Custom Tudor to points west. A rendezvous with Tom Shaw in his 1951 Custom Convertible and another group of club members, friends, and spouses took place at Lucketts. The '51s led the way to the first stop on the tour at Bill Condon's garage in Lovettsville. Bill is a Model A club member and talented car restorer and builder. On the cool, sunny day, the warmth of Bill's shop, and all the donuts and coffee he provided perked up the crowd as he took us into his first bay, which contained a marvelous Model A Speedster. The speedster was put together from a kit in a year. One of the remarkable features of the car was the Webber two-barrel carburetor that indicated the car has the get up and go to match its name. In the next large bay of the garage was another kit car, a stunning Cobra. This magnificent



vehicle emphasizes the power in the word horsepower and when Bill fired it up, it was sweet music to the ears of all of the V-8 faithful. The tour of the garage continued, past many fuselages and wings of his other hobby, radio controlled aircraft, and onto a section housing a line-up of more Model A's.



The craftsmanship on display, in

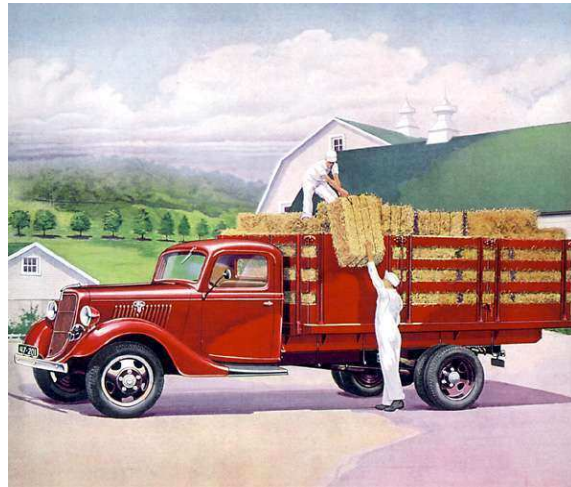
both automobiles and planes was also evident in Bill's workshop where all the tools were laid out for easy access and not out of place. The festivities continued as Bill Condon and his Cobra pulled out of the garage and onto the highway with the vintage V-8s and modern iron as the tour continued on to Purcellville and lunch at Magnolias.



This old mill still contained the overhead pulleys and belts within the setting of post and beam construction that gives the restaurant a unique look and feel. A wonderful lunch in a nostalgic setting provided fuel for the group to continue on the tour to the next destination: Bill Krens garage/aircraft hanger in Hillsboro, VA.



(continued on page 5)



March 2008

Presidents Day is my marker that winter is on it's way out and sure enough, there were a few warm days before it cooled off back into winter again. The other change in the air is the amount of sunlight in the morning, something I notice on the drive into work in the morning and back home in the evening. Soon it will be Spring and time to fire things up for what promises to be fun-filled year. We start with the annual trip to Frederick for the AACA show on March 22nd where the parts and the concrete floors are usually cold, but the weather will hopefully be more Spring-like. A caravan will be leaving from Fair Oaks Mall for the trip and I hope to see you there.

John Sweet has arranged what promised to be a very interesting program about Jamestown for the March meeting. Since this is a topic of more general interest, please feel free to bring your spouse, significant other or a guest or two.

Clem Clement hosted a wonderful car and train show at his house. Clem and Sandy hosted a large crowd and scattered among the Model A's were several of our member's cars and we were well represented with many of our club members in attendance.

If you don't have your car ready for the road yet, consider getting it going for the Poker Run in late April or any one of the upcoming tour. Check the calendar for the dates. **Leo Cummings, Hank Dubois** and others have been hard at work lining up some great events.

Sooner than I can imagine, May will be upon us and it will be time for the Fairfax Car Show. Dave Westrate is making the organization and planning look too easy. If you can, please volunteer to help out in May since the success of the show depends on a lot of people making it happen and Dave can't do it alone.

One of my pet projects is trying to figure out how to expand the involvement of youth in our hobby. One possibility is to link up with a local high school auto shop. This and several other ideas in the works. If you have any ideas, I'd love to hear from you.

Don't forget, if you haven't paid your membership dues, you are on the edge of loosing out. The new membership booklet will be based on the list of paid members and this will be your last Valve Clatter if we don't hear from you.

Dave

FORDS IN FLORIDA

By Dave Westrate

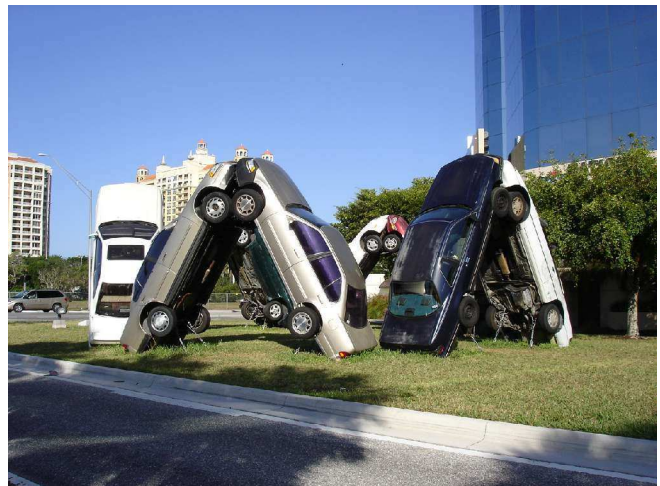
Barbara and I recently spent ten days in Sarasota, Florida and managed to get a few fixes of old car stuff. V8 Club member Bob Patten has a nice shop (Vintage Cars of Northport) in Northpoint on the southwest Coast. On Wednesday mornings in the winter, he opens the shop for come one/come all for coffee and donuts. There were about 30 people and several flatheads attending:



The next day, we attended a Gulf Coast EFV8 Club monthly meeting at the same location. We met John Coleman, who won the tool chest at the Fairfax National meet and several other people who were at the meet. They all are still talking about how good it was and how much they enjoyed our meet. It made me proud for all of us. There were several nice cars there also:



Finally, Sarasota is famous for arts of all kinds. On the road that runs along the bay, they always have a display of unique and sometimes controversial large sculptures which they change periodically. Most of this is first class art. Well, Barbara and I almost passed out when we saw this new sculpture. It's obvious that their art committee as finally recognized what true art is.



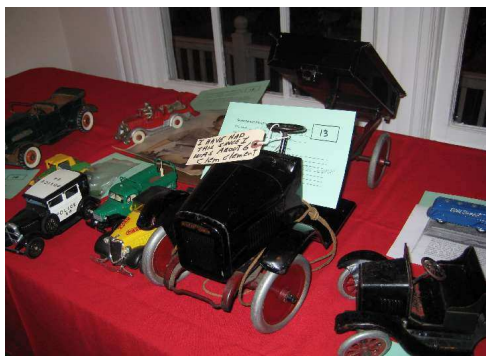
Sweet Hearts Miniature Car Show and Soiree + Hawaiian Shirt Night!

by John Sweet

The month of February always seems to tend towards the oppressive. Despite being the year's shortest even with the added "leap day", a cold February day always seems to make spring feel like it'll never arrive. For some, February means you button your coat a bit tighter and give your scarf an extra wrap around your head while bemoaning the cold. For others, the best defense against a cold February is a few weeks down in the warm climes of Florida. But for those who look for something a bit closer to home, then the NVRG's first ever "Sweet Hearts Miniature Car Show and Soiree +Hawaiian Shirt Night" was the place to be.



After a quick business meeting presided over by President Dave, the evening started off with the NVRG premier of "Paving the Way," which was produced by Dave Westrate. "Paving the Way" is an episode of a TV series produced by Dave's daughter Beth and is currently running on PBS. This particular episode examined the idea of how efficient auto design and better/lighter materials could help curtail America's huge appetite for oil. Interestingly enough, while Henry Ford and his assembly line was featured, along with some neat old (and new) cars, nothing was mentioned about Ford's soybean plastics and his idea of using it to make body panels for Ford V-8s. (An oversight we're sure Dave will have corrected in future!) None-the-less, "Paving the Way" was very interesting, informative, and enjoyed by all.



After the movie, it was time for the rest of of the festivities; that being model cars, conversation, and eating. As usual, members of the NVRG brought together an eclectic group of model cars, ranging from cast iron and rubber to plastic and tin (can). We even had a porcelain decanter car! Each person who brought a model filled out a registration from and included a story about that model. Ken Burns entered a neat plastic '32 Ford Vicki kit from the 1960s. Though unbuilt, you could still see it was the stuff that dreams were made of. Leo Cummings brought several models, but one of the neatest was his table top version of a Russian traffic jam. Despite all the electronic toys around, there is something really special about a clock-work, wind-up model.

Of all the gems brought in that evening, Clem Clement had two of the most intriguing. Clem brought several, but his Tin Can Touring car, made from, well, tin cans, demonstrated that craftsmanship, detail, and plain old American know-how can make anything. Clem's other model (and he brought several) was one he had had since he was a boy. Rather than just have us take his word for it, he brought photographic proof! Wow! Chief Judge Hank Dubois and team (Eric Sumner) made the choices for Best Ford, Best non-Ford, and Best-of-Show. Everyone who entered received a certificate and fun was had by all!



As for the soiree, the ample food allowed for long lingering talks and full stomachs. While some folks stayed in the kitchen to watch over the sandwich trays, still others wandered around the side room to take in the "car show" while others and spouses sat and talked in the main room. For those interested in acquiring even more models, there was a silent auction of models ranging from a Model A Hot Rod to a 1999 Skoda Octavia (when was the last time you saw one of those!) All in all it was a great night that was colorful, filling, and full of fun. For everyone who helped out, wore a Hawaiian shirt, or brought a model, or just came to have fun: thanks for a great evening. See you in March for our talk on the history of Jamestown! (NOTE: The March 11th program on Jamestown is very suitable for the ladies and it would be great to see them there with you!)

Watch the Fords go by! (continued from page 1)

Bill Krens is a retired air-traffic controller who has a collection of working aircraft parked in his hanger, next to his own airfield. He has three working



planes in his hanger, along with many fully restored vehicles on the "top shelf" in the back of the hanger, including a T-Bird destined for a buyer in South America. On the lower level, surrounding the planes were dozens and dozens of vintage vehicles, most notably from the "shark" years of car design - lots of power with fins! Many were outside as well.



Our host delighted one and all with his many tales of assembling his collection of about 110 vehicles. Many of the late '50s Cadillacs are prized by overseas collectors. One that was under a tarp on the side of the hanger was destined for a buyer in Southeast Asia. A '70s caddy body that was very rouge, no drive train, was destined for a buyer in Turkey (photo top of page next column).

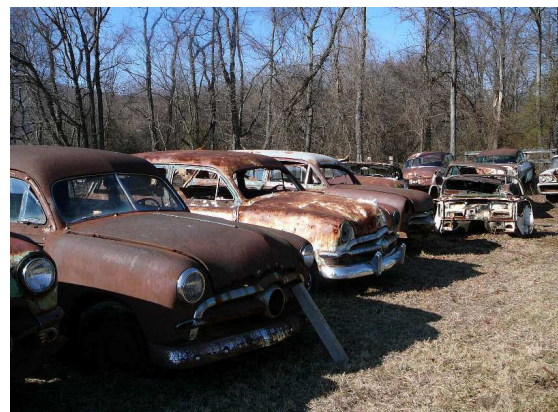
There were so many vehicles in the hanger and on the grounds that we could have spent many more hours examining all of the treasures and listening to



Bill talk about cars and planes. One of those gems, was a late vintage caddy that a NASCAR driver had put a racing engine in, and Bill popped open the hood to let all gaze on this mechanical wonder.



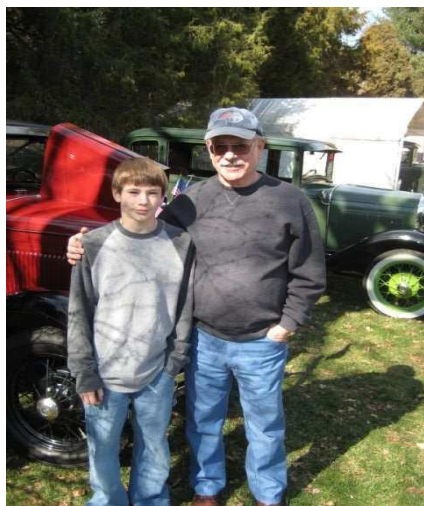
Of course, among all the Detroit iron from competing marques were some Flathead Fords - a set of woodies, minus most wood.



With the V-8s in sight, it had been an incredible day at Bill Condon's and Bill Krens garages. Many Thanks got to [Tom Shaw](#) for arranging the visits to their collections, and lunch at Magnolias, and to [Hank Dubois](#) and [Leo Cummings](#) for keeping us on schedule to fit everything in to a very enjoyable day. Thanks also to [Al Edwards](#) for all of the photos of the tour.

Old Car and Train Day (otherwise known as the magical mystery tour).

by Jason Javaras



Sandy and Clem Clement once again proved that within the bounds of Northern Virginia lies a place that belies description in terms of normal suburban activity. Rod Sterling would be proud of our friends' get together with

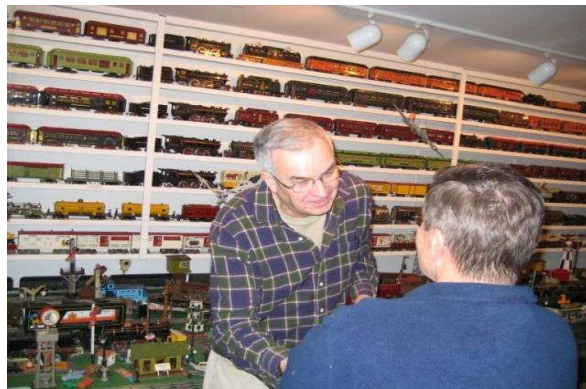
friends of vehicular and trainicular (sic) persuasion. The Clement's gathering this year was even more spectacular than in years past. Not only was the



house packed with friends of model trains and antique cars, overflowing with kids of every description and food in every room but there was also conversation overflowing at every turn that even had little to do with either cars or trains - imagine that. The front lawn was overflowing with old cars (some even non-



Fords) and laughing couples who seemed to be right at home with this happening in such a beautiful setting. Several V8s had arrived before we had to leave, including the Burns' '41 woodie, an early 50s Mercury and a 38/39 pickup in addition to Clem's 38 pickup. The Clements set aside an area of their garage just for kids to enjoy by spreading out several



train layouts and other generous assortments of toys so the kids are not left out of the entertainment. The model train layouts, by the way, have expanded, if that's possible, to such an extent that the Clement's house is now obviously a confirmed haven for both retired car lovers and model train nut's or both, simultaneously or individually. What a neat event. The Clement's open house was an amazing success. Thanks Sandy, thanks Clem.

Mail from Frances Jenkins

I would like to thank everyone at the NVRG for all your calls, cards, visits, & the lovely flowers. Butch was really excited to see how many friends that cared about him. Thanks for your presence at his services.

*Your kind expression of sympathy is deeply appreciated and gratefully acknowledged by the family of
The Myrick Family
Frances Jenkins*



Tech Tips

Factory Trick by Jerry Lunt

While cleaning the interior of my '41, I discovered a torn scrap (complete with insect holes and some stains) of brown wrapping paper encasing the shift lever rod at the floorboard level. A query to the club technical advisors revealed the fact that between at least '35 and '41 Ford wrapped the freshly painted steering column (and later also the shift lever rod) in brown paper to keep them from being scratched as the body was fitted to the chassis. This paper was later torn off (incompletely in the case of my car). This shot my twin theories that the factory or dealer attached a notice of some kind to the steering column/shift rod lever or that a previous owner masked for some touch-up. I naturally saved the paper as an "original artifact."

V-8 EMAIL

Bob Belsley

Here is an interesting site.

[_http://oldcarandtruckads.com/Ford/index05-56.html_](http://oldcarandtruckads.com/Ford/index05-56.html)
(<http://oldcarandtruckads.com/Ford/index05-56.html>)

Full of old Ford ads. Also, click on the picture "Johns old cars and truck pictures." Then scroll down to Moe's Garage (Pic of old gas station). This leads to a lot of Ford related sites.

Also, I visited a high school acquaintance last week. He lives just outside of Harrisonburg on route 11 in Mt. Crawford VA, He formerly ran an auto auction there. He has for sale a 1951 Tudor \$14,000, a 1951 4 door \$7500, a 1939 coupe in original condition \$29,000 and a 1950 panel truck I think he wants \$10,000. I took some pictures but it was a cold windy day so I did not get the shots I wanted. Members who are interested can call Tom Parsons at 540-607-6214. Members who are interested can also contact me and I will be glad to email the pictures. The most desirable car is the 39 coupe, it drives, needs work, but is all there.



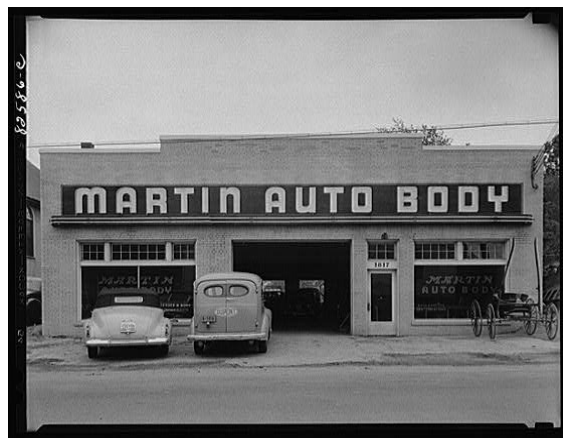
Don Lombard

Perhaps you know enough not to do this. Personally, I don't use Cruise Control much, so never much thought to even rainy day use. It does make sense, though and I figured I'd risk boring you in the hope that it might be of some value to some.

NEVER KNEW THIS BEFORE... I wonder how many people know about this? A 36 year old female had an accident several

weeks ago and totaled her car. A resident of Kilgore, Texas she was traveling between Gladewater & Kilgore. It was raining, though not excessively, when her car suddenly began to hydro-plane and literally flew through the air. She was not seriously injured but very stunned at the sudden occurrence!

When she explained to the highway patrolman what had happened he told her something that every driver should know - NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ON. She thought she was being cautious by setting the cruise control and maintaining a safe consistent speed in the rain. But the highway patrolman told her that if the cruise control is on when your car begins to hydro-plane and your tires lose contact with the pavement, your car will accelerate to a higher rate of speed making you take off like an airplane. She told the patrolman that was exactly what had occurred. The patrolman said this warning should be listed, on the driver's seat sun-visor - NEVER USE THE CRUISE CONTROL WHEN THE PAVEMENT IS WET OR ICY, along with the airbag warning. We tell our teenagers to set the cruise control and drive a safe speed - but we don't tell them to use the cruise control only when the pavement is dry. The only person the accident victim found, who knew this (besides the patrolman), was a man who had had a similar accident, totaled his car and sustained severe injuries. NOTE: Some vehicles (like the Toyota Sienna Limited XLE) will not allow you to set the cruise control when the windshield wipers are on.



Library of Congress photo

Preview of new event for the NVRG.

2nd Annual Car Show sponsored by the South County Secondary School Auto Technology and Visual Arts Departments, **May 31, 2008**, South County Secondary School, 8501 Silverbrook Road, Lorton, VA 22015. 10 a.m. to 3 p.m. Registration \$15 per vehicle. All proceeds go to support the auto technology and visual arts programs. No admission for spectators, but donations will be welcomed. Trophies awarded for various classes of automobiles. Contact: Frank.Cannon@fcps.edu This show is being organized and run by the students engaged in the auto tech and visual arts programs at the high school. This is a great opportunity to support the youth of today and leaders of tomorrow. These type of events are needed to foster the spirit of the car enthusiast and, hopefully, lead to keeping our car club and others like us alive for years to come. Let's give them all the support we can by participating in this worthwhile endeavor.

Back Page Picture

Jason Javaras provided this picture from the 2007 Hershey meet. The February 1938 issue of Ford News reported the following regarding the economy of the Flathead V-8, particularly the Thrifty Sixty.

'Gilmore Economy Run - Competing in the recent Gilmore-Yosemite economy run over a 314.5-mile-long mountain road from Los Angeles to Yosemite National Park, both Ford and Lincoln-Zephyr cars topped all entries in their classes.



The prize winning sixty-horsepower Ford V-8 established a mark of 28.85 actual miles per gallon and a record of 50.767-ton-miles per gallon. Officials of the American Automobile Association announced that the next most economical car in its class made 6.857 fewer actual miles per gallon. The twelve-cylinder Lincoln-Zephyr set an economy record of 23.47 miles per gallon. It had a Columbia overdrive rear axle.'

Wanted:

32 wishbone and gas tank, 32 - 34 spindles, 32 -36 dropped axle, 33-34 original outside closed car door handles, 47 -48 rear axle shock absorber mounting brackets. John Ryan 703-281-9686; 301-469-7328; john@ryanweb.com

For Sale:

I am getting a new batch of OEM Ford battery cases milled to slip over Optima batteries (both '32 '39 2LF and '40-'53 2HF) . We are doing both Lincoln and Ford batteries, so now is the time to order one. Alan Whelihan Cell 240-367-7530.

75 Years Ago this month - March 1933

On March 4th, 1933, Franklin Delano Roosevelt is sworn in as the 32nd President of the United States. He is the last president whose inaugural takes place in March. The 20th amendment to the U.S. Constitution, passed in 1933, changes the date of the inauguration to January 20th. Information published in Ford Life indicates the cost of gasoline in 1933 is 10 cents per gallon and motor oil is 45 cents a gallon. As part of the New Deal, businesses are encouraged to adopt a minimum wage of between 30 to 40 cents an hour and a maximum work week of 35 to 40 hours. (American History: a survey, 7th edition, Knopf, 1987). At FDR's third inaugural in 1941, Fords are featured in the parade, with a mile of Fords carrying all the governor's attending the festivities, as reported in the March, 1941 issue of Ford News (shown below).



In 1940, FDR became the third president to win the most popular votes in three consecutive elections, joining Andrew Jackson and Grover Cleveland. FDR, however, is the first to win the majority of the electoral votes in three elections, as Jackson lost to John Quincy Adams in his first campaign, and Cleveland lost to Benjamin Harrison in his second.





NVRG Calendar



March

- 1 **Valve Clatter** deadline – items due to Jim La Baugh – please share updates on your projects, interesting places, items of interest, wants and needs, and just about anything that would be of interest to Valve Clatter Readers
- 11 **Membership Meeting** – 7:00 pm @ Nottaway Park – Program: A History of Jamestown / Paul Snodgrass – This will be an interesting program for members, spouses and guests – Refreshments: Maurie Roesch
- 22 AACA Sugarloaf Mountain In-Door Parts Meet – Frederick County Fairgrounds, MD – NVRG Car Pool departs Fair Oaks at 7:45am – returns early pm.
- 26 **Board of Director's Meeting** – 7:00 pm – Oakton Public Library
- 29 **Valve Clatter** deadline

April

- 8 **Membership Meeting** – 7:00 pm @ Nottaway Park – Program: Aircraft Engines of the Udvar-Hazy Center / Harry Graber – Refreshments: John Sweet.
- 19 **Annual Spring Poker Run** – 9:00 am departure from Fair Oaks Mall
- 26 Garage Tour at South County High School - details to follow
- 29 **Board of Director's Meeting** – 7:00 pm – Oakton Public Library

May

- 2 **Valve Clatter** deadline
- 8 **Membership Meeting** – 7:00 pm – Nottaway Park – **Program:** Fords in Stalinist Russia by Von Hardesty. **Refreshments:** Eric Sumner
- 10 Apple Blossom Classic Car Show, Winchester, VA
- 17 **Annual Northern Virginia Regional Group Fairfax City Car Show, Fairfax City Hall, Fairfax, VA.** Contact **Dave Westrate** for details.
- 26 South County High School Car Show –
- 27 NVRG Board of Directors Meeting
- 31 **South County High School 2nd Annual Car show** **Valve Clatter** deadline

Down the Road

June 28 - Club picnic at Algonkian Regional Park on the banks of the Potomac River in Loudoun County - John Sweet will share complete details as they develop.

July 13th -19th -Early Ford V-8 Club of America Grand National Meet in Dearborn, Michigan. See announcement in V-8 Times for more details.

September 3rd - 6th - Early Ford V-8 Foundation Museum Motorfest IV - Auburn, IN



Board of directors
Northern Virginia Regional Group



President: **Dave Gunnarson** 703-425-7708

Vice President: Eric Sumner	703-709-4164	Programs: John Sweet	703-430-5770
Secretary: Cliff Green	703-426-2662	Property: Frankie Martin	703-928-7136
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: Jim La Baugh	703-573-9285
Past President: John Girman	703-242-1459	Web master: helenandken@verizon.net	

Monthly general membership meetings are usually held at 7:00 pm, 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