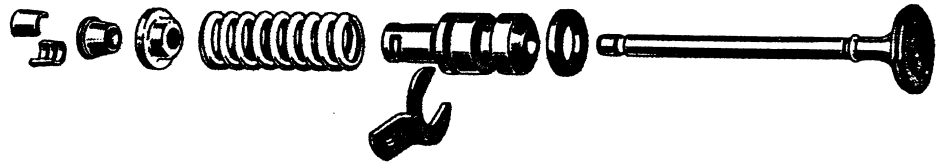




# Valve Clatter



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

[www.nvrg.org](http://www.nvrg.org)

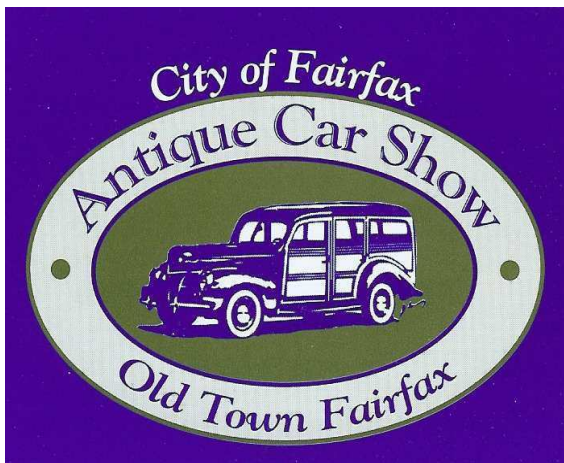
Volume XXX, No. 6

June 2008

Jim LaBaugh Editor

## Car Show Report

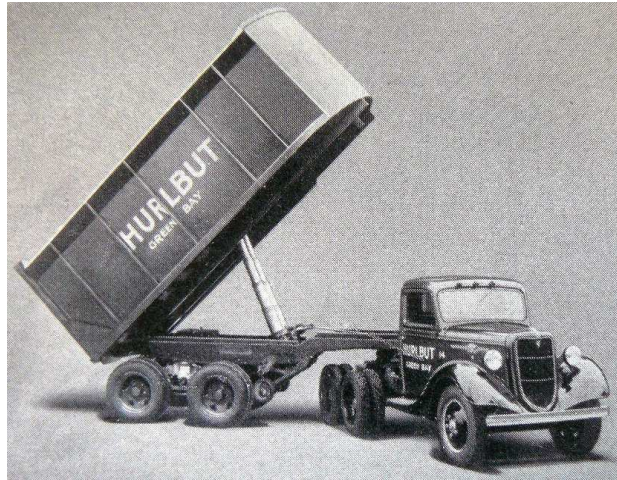
By Dave Gunnarson



Under blue skies with balmy temperatures, a gentle breeze and the verdant green canopy of a tree lined street, the setting for the 2008 Fairfax Car show couldn't have been more perfectly set. Dave Westrate's long months of planning and coordination showed off in a flawless event that many visitors remarked as being the best show they have ever attended. Almost all of our club members in attendance ably assisted Dave.

Cliff Green coordinated an impressive array of trophies, Bill Simons took the microphone to be our Master of Ceremonies, vehicle registration was set up before hand by Don Lombard and during the show by Patty and John Girman, Ken Burns Hank Amster, Greg Mensinger, and others that I've probably have forgotten. Jim McDaniel set up his police car at the end of the street and attracted more than a few folks.

The City of Fairfax really supported this event and provided signs, and other promotional materials, a great band. The Model T assembly was a big hit again. It drew a large crowd to see if all those parts really could be assembled into a working car in less than 15 minutes. We gathered over \$270 for the 50/50 raffle to support the U.S. Soldiers' and Airmen' Home in Washington, DC.



## June 2008

I'm sitting down to write this message having just returned from the South County High School car show. Frank Cannon and his students have a great set up with food, music, old and new cars, a raffle, great weather and more. I ran into members **Roy Judy, Leo Cummings, Hank DuBois, Eric Sumner, John Girman** and **Clem Clement** all in attendance with their vehicles. **Jim LaBaugh** and I drove modern cars. I had to leave a bit early, so I might have missed other members. The range of vehicles was interesting; from a '31 Model A to a two-seat 2008 Smart car that even I could sit in, a 1999 NASCAR racer and of course a good representation of early Ford V8's. It was nice to reciprocate with the school since they attended our show in Fairfax a few weeks ago.

Speaking of our car show, my hat is off to **Dave Westrate** for coordinating perhaps our best car show ever. He had help from many others, but I was especially impressed with the weather coordinator. There were more cars and fun things to do than ever; music, awards, food and fun. If you missed it, check out the photos in this issue.

Von Hardesty's presentation about Ford's in Stalinist Russia was a real treat at the May membership meeting. It was fascinating to see the Russian versions of our venerable Fords. Thanks Von for a great program!

Just to remind everyone **the June membership meeting is moved to Wednesday June 11** to accommodate an election in the town of Vienna at Nottoway Park on Tuesday June 10, our regular night. If you are planning on attending, please make a note of it. We have a great program about old time radio shows that should appeal to everyone including our spouses, so feel free to invite them for a fun evening.

June is the month for the Sully Plantation car show on the 15<sup>th</sup> and for anyone that attends, don't miss the usual meeting place to eat and socialize under the large shade tree. We will also hold our summer picnic at Algonkian Park near Stirling, Virginia on Saturday June 28<sup>th</sup>. Look for the details and a map in this issue. We will have a regular members meeting on Tuesday, July 8<sup>th</sup>.

Dave

**RESULTS 2008 TROPHY Categories**  
**CITY OF FAIRFAX ANTIQUE AUTO SHOW**

Listed by Category, Sponsor, Winner

**BEST EARLY CAR:** MOTION PROMOTION 1920  
Model T Touring - Geo. Shepard

**BEST OF THE 30'S:** BILL WORSHAM STATE FARM  
INSURANCE  
1936 K Lincoln convertible sedan - Rick Parker

**BEST MODEL A:** QUALITY AUTO BODY, LLC  
1931 Sport Coupe - Buddy Jenkins

**BEST OF THE 40'S A-MASTER PLUMBING**  
SERVICES 1940 Ford Convertible - Toby Aaron

**BEST OF THE 50'S :** WEBER TIRE  
1957 Jaguar XKE 140 - Janet & Al In

**BEST OF THE 60'S:** LAWN DOCTOR, FAIRFAX  
1961 Thunderbird - Peg & Warren Hayes

**BEST OF THE 70's:** RUST INSURANCE COMPANY  
1973 Mercury Cougar- Ken Holloway

**BEST MODIFIED:** INTERSTATE VAN LINES  
1956 Chevrolet - Keith Colton

**BEST CUSTOM:** BUBBAS RODS & CUSTOMS  
1954 Ford Mustang - Jerry Atkins

**BEST HOT ROD:** N. T. ARRINGTON - AUCTIONEER  
1932 Ford Coupe- John & Carol Djuric

**MOST ORIGINAL:** MONITOR SYSTEMS, INC  
1947 Chrysler - Matthew Koerner

**BEST COMMERCIAL:** CONNER S PEST CONTROL  
1969 VW pickup - John Williams

**BEST FOREIGN:** PERSONAL TOUCH JEWELERS  
1963 Mercedes-Benz 300SL - Frank spellman

**BEST FORD PRODUCT:** DUNBAR ARMORED  
1955 Ford convertible - John Lieberman

**BEST CHEVROLET:** JIM McKAY CHEVROLET  
1969 Camaro - John Courvey

**BEST GM PRODUCT:** RELIABLE PROPERTIES  
1957 Chevrolet Convertible Bob Brown

**BEST MOPAR PRODUCT:** SAFFORD DODGE,  
FREDERICKSBURG - 1967 Dodge Charger

**BEST PAINT BUSINESS BENEFITS GROUP**  
1959 Thunderbird - Buddy Morrisette

**BEST SERVICE VEHICLE:** FAIRFAX AUTO PARTS  
1941 Ford 9N Tractor - W. H. Jenkins

**BEST ENGINE:** MACS GARAGE, STUARTS DRAFT  
1963 Falcon - Bill Crocker

**2ND PEOPLES CHOICE:** HARD TIMES CAFE ,  
FAIRFAX 1972 Chevelle Malibu - Robert & Charlotte  
Tobin

**PEOPLES CHOICE:** CAMPER S TROPHY AND  
AWARDS 1989 Ferrari - Edward Gurney

**MAYOR S AWARD:** CAMPERS TROPHY and  
AWARDS 1968 Ford Mustang Steve Zimmerli

**BEST OF SHOW:** FAIRFAX AUTO DEALERS  
ASSOCIATION 1934 Buick, modified - Ed Sears

Please support the sponsors of these trophies and when you do let them know we appreciate their interest in the show. Also, Webmaster Ken Burns has posted many photos of the show received from Jim McDaniel and Cliff Green on the club web page [www.nvrg.org](http://www.nvrg.org).



**Watch the Fords go by!**

## Henry Ford's Parallel Universe

By Von Hardesty

This past year we celebrated the 75th anniversary of the Ford V-8 engine. The debut of the fabled V-8 engine in the 1932 model year signaled a technological revolution, one designed to reassert the Ford Motor Company's competitive edge with rivals Chevrolet and Plymouth. That same year, there was another revolution for Ford, if now largely forgotten. In January 1932, the first Ford-designed cars and trucks made their appearance in the Soviet Union. This unlikely collaboration of Henry Ford, the famed American capitalist, and Joseph Stalin, the ruler of communist Russia, marked a new chapter in the turbulent relationship of the United States with the Soviet Union. In automotive history, this curious episode gave birth to what might be called "Henry Ford's Parallel Universe."



Once the Bolsheviks assumed power in 1917 they moved quickly to create a socialist society, abolishing private property and nationalizing existing industries. The indigenous automotive sector, however, was rather small with only one important Russian-designed automobile emerging in the pre-revolutionary years, the Russo-Baltic car. In the early Soviet period, the Russians depended almost exclusively on foreign-made tractors, trucks, and cars to meet domestic transport needs. Notwithstanding the fact that diplomatic ties with the USA would not be established until 1933, the communist overlords purchased over 20,000 Fordson tractors in the decade of the 1920s. This was accomplished informally through Amtorg, a purchasing company set up to secure critical technologies from the capitalist West. The Ford Motor Company became a primary target for study and emulation in those days.

In the late 1920s, for example, Soviet engineers made an extended pilgrimage to Michigan to study the River Rouge plant and its phenomenal assembly lines. For these visiting communist engineers, the Ford Motor Company was an automotive version of Oz.



*The Ford complex in Stalin's Russia*

By 1929, Amtorg had managed to negotiate a formal licensing agreement with the Ford Motor Company, a contract to build in Soviet Russia both Ford trucks and cars. With the assistance of Ford and other American firms, Stalin ordered the construction of a mega industrial complex at Gorky (present day Nizhny Novgorod). This city in the heartland of Russia, east of Moscow, soon became the Soviet Detroit, a reputation it retains to this day.

The Soviets learned to their chagrin that Henry Ford drove a hard bargain on any contract, requiring hard currency for all his designs, equipment, and technical assistance. Signed in May 1929, Ford agreed to oversee the construction of the Gorky facility, which would manufacture Model A cars and trucks. In return, the Soviets agreed (read guaranteed) to order no less than 72,000 unassembled Fords with spare parts for nine years. Even on details, Henry Ford was unrelenting in his demands, for example insisting that the Soviets pay for the travel, housing, and subsistence of his technicians sent to Gorky to assist in the gargantuan task of cloning River Rouge. The price tag for the Ford licensing agreement was high, but the benefits were manifest: the Soviet Union could create in one quantum leap a new and modern transport sector. *(continued on page 5)*

## Henry Ford's Parallel Universe (continued)

For the Ford Motor Company the deal with the Russians was not only profitable, it was very timely. Unwittingly, Amtorg had purchased the Model A technology at the very moment Henry Ford had decided to abandon it for a new generation of designs and to introduce the V-8 engine. Transferring this Model A technology to the Soviet Union proved to be an effective way to unload what had become an obsolescent technology. Moreover, the multi-year contract set the stage for future deals with the Russians on newer designs of Ford trucks and automobiles.



The Russians dubbed their new Fords the GAZ-A (a copy of the Model A sedan) and the GAZ-AA (a truck to appear in more than one incarnation). Later, in World War II, the GAZ AA won fame during the siege of Leningrad as the prime vehicle to deliver supplies across frozen Lake Ladoga. The acronym GAZ stood for Gorkovskiy Avtomobilnyy Zavod, or the Gorky automobile plant. This GAZ name endures to the present time, being associated with a wide variety of cars, trucks, buses, and special vehicles. In reality, the first GAZ-A and GAZ-AA vehicles were assembled from kits sent to Russia from Michigan. It would take several years before the Russians were able to manufacture their own components, engines, and accessories. This process of adaptation, however, took place in a relatively short time frame. By 1935, the Soviets had produced 100,000 Ford-designed vehicles.



*The GAZ-M1 "Emka"*

That same year, the Soviets reached another milestone with the adaptation of the 1933 Ford passenger sedan to the Russian auto scene, what became known as the GAZ-M1, or the fabled Emka. This car, even with its telltale Ford DNA, was largely a Russian vehicle. Soviet engineers were selective in their adaptation of the 33 Ford. They decided that the V-8 engine was too complicated to copy. Instead, they embraced fully the Ford four-cylinder engine, for the first time manufactured on a massive scale in Soviet Russia. This engine underwent a series of upgrades, most notably a boost from 40 to 50 hp. For the Emka, they also simplified the grille design, along with other cosmetic changes. Given the primitive road conditions in Russia, the Emka was redesigned with longitudinal leaf springs instead of the transverse springs then used by Ford. The frame was also reinforced. And, finally, 700 x 16 inch tires were installed, again to navigate down Russian roads often lacking proper roadbeds or pavement.

The GAZ-M1 itself went through several incarnations, being used in the late 1930s and World War II as a staff car: the most important redesign came with the GAZ 61 with its new front clip and all-wheel drive. The GAZ 11, used in the war, sported a new six-cylinder engine modeled on the powerplant of the Dodge D5. The basic Ford designs were gradually morphed into something distinctively Russian. (continued on page 6)



## Henry Ford's Parallel Universe (continued)

Looking back, Ford played a major role in the creation of Russia's automotive industry. That same auto sector remains viable today, offering a surprising diversity of vehicles for commercial and private use. In the early years, the Russian economy with its highly centralized controls and indifference to quality control made any replication of Fords difficult. Technology transfer, as the Russians learned, involved more than the acquisition of Ford drawings, tools, and equipment. To build a Russian version of River Rouge also required a highly trained cadre of workers and this technical expertise took many years to mobilize and perfect.



*The Pobeda*

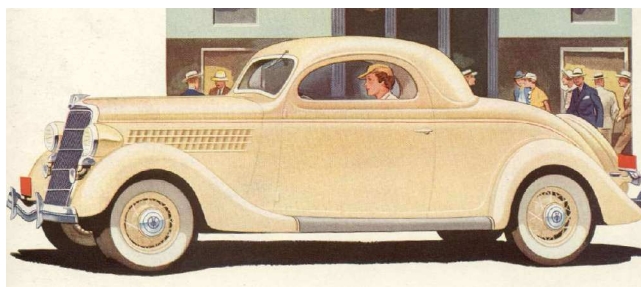
Today, Russians retain a keen enthusiasm for their Fords. The preservation and restoration of surviving examples of these historic vehicles is popular. There are two national clubs that support the Model A/Model AA restorations, with one club dedicated specifically to the Model AA. The stylish Emka has emerged as a popular antique car to own in post-communist Russia, along with certain post-war models such as the Pobeda (with its striking Ford look). Often Russians look to the lively American antique car world for technical advice and support. No less important, a number of antique car museums have emerged in modern-day Russia. Summers are now punctuated with car rallies and shows, where one can see up close remnants of Henry Fords parallel universe.



**Jim Crawford and Eric Sumner displaying Russian headgear to Chad Coombs at Von Hardesty's presentation in May**

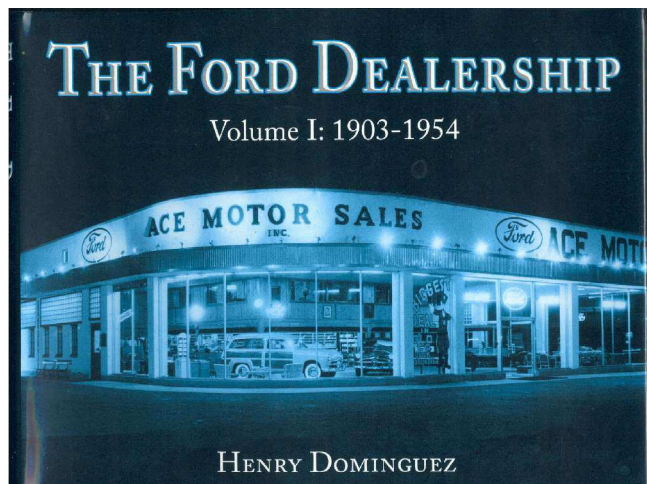
**A Book To Read:** Ilf and Petrov's American Road Trip, The 1935 Travelogue of Two Soviet Writers Ilya Ilf and Evgeny Petrov, edited by Erika Wolf, Princeton: Princeton Architectural Press, 2007. *Report by Von Hardesty*

This fascinating book tells the story of how two Soviet journalists, Ilya Ilf and Evgeny Petrov, who purchased a brand new 1935 Ford in New York City and then made a cross-country trip of the United States. Their choice of a Ford was no accident it reflected the Soviet love affair with Ford cars and trucks in those years. Ilf and Petrov communist writers at odds with American capitalism displayed a great affection for America's small towns and highways, in particular the friendly people they met along the way. When they returned home, they wrote up an account of their adventures for Ogonek, the Soviet equivalent to Life magazine. Later, a more detailed account of their journey appeared in a book, One-Storeyed America (Odnoetazhnaya America). They offered to their avid Russian readers a portrait of what they called one-storeyed America (as opposed to the dominant image of America with its towering skyscrapers). You can now read an illustrated English translation of their extraordinary saga a rare view of Depression America from the front seat of the 1935 Ford. Recently, Vladimir Posner who once appeared frequently on American TV with Phil Donohue in the 1980s (remember him?) recently repeated the Ilf and Petrov trip for Moscow's Channel One. You can order the book on Amazon.com.



## BOOK REPORT - The Ford Dealership, Volume I: 1903-1954 by Henry Dominguez

Reporter: Cliff Green



This is a pictorial book, 8 x 11, 405 pages long, with the bulk of the pages containing full page pictures with captions. As the author states, The photographs range in quality from amateur to commercial grade. While the commercial grade photographs are sharp and well presented, the homemade snapshots are the most intriguing. With scrutiny of each page, the Ford enthusiast can learn the environment in which your car was sold, serviced and accessorized. For convenience, the book is divided into year groups, than the following order: first by year, then street scenes, exterior shots, interior shots, service department and parts department.

The enjoyment is with the details. It has a wealth of information. You can take a magnifying glass to many of

the photos and enrich your knowledge about the era of your particular Ford. It is worth while to study each page for enlightenment about the period when your car was new and serviced. It is a book of automotive history.

I particularly enjoyed looking at the pictures of parts departments. I was delighted to learn of many cardboard displays that I have never seen before. One photograph of a parts department in the early 50s showed a display for cleaning cans neatly arranged within a three sided, probably color, arrangement that would catch the eye of the customer. Since I collect Ford cans, I would die for one like this. Also, there were two Ford car dealership models of a shoebox tudor sitting on top of their boxes that would be most desirable. Behind the parts counter, above which was the motto Genuine Ford Parts Last Longer were the isles of parts bins exactly like the two that I have. Mine came from a Ford Dealership that folded in Alexandria.

In another sits a 36 three window coupe in a small circular showroom, looking out at the street, with mostly Fords parked by the curb. Four neon signs are hanging and by the table with chairs on either side is a Factorgraph on a wooden tripod - exactly like the one I had! It stands ready to explain to a prospective custom the important features of the subject car.

This is a coffee table book, and expensive! After careful looking and reading it might become more of a reference book, especially if you bookmark those pages of interest. It is a perfect Fathers Day or birthday gift for the man who has everything!

*Check out the used car lot! There sits a 39 woodie and a 40 Convertible ready for our Fathers to buy!*



Merlin Lincoln Mercury, Camden, New Jersey, shortly after the new 1942 models had been introduced. In the showroom window can be seen a 1942 Mercury Station Wagon (left) and a 1942 Lincoln Continental coupe (right).

## Driving down Memory Lane

by Bob Wild

After being "released from active duty" at the end of World War II, I was back in school at the College of St. Thomas in St. Paul, Minnesota. I needed a car to get to school and my part-time jobs. New cars were not readily available, and cost well over \$500 anyway, so my choice was a used 1936 Terraplane red convertible. The Terraplane had suicide



doors, rumble seat, and leather upholstery. It did not have Hudson's electric hand shifting, but did have a radio and heater for Minnesota's cold winters. One job I found with a friend was putting on storm windows in the Fall for homeowners. We hauled our extension ladders sticking out of the Terraplane's rumble seat. The Terraplane also got me over to the house of a girl I had met who happened to live near St. Thomas College. I gave her driving lessons in the Terraplane, and in October 1946, we were married. The photos show Jane and I shortly before our wedding.



## V8 Mail

Jason Javaras

"I took this picture of Cliff **Green** as he was judging out **Greenhorn** '40 Coupe at the Eastern National Meet in **Greensboro**, North Carolina in 1989. This was our first show and we were nervous as cats around a rocking chair. Cliff was totally supportive and I remember him cautioning his judging team 'Don't kill the car, just show them what they need to do to improve it.' That was a very memorable trip thanks to Cliff's sage advice and also all the souvenirs left over from the previous Fairfax Show that Harry Avery pestered us into buying - ha! Nice memories."





## Cruising the Capital Region

by John Girman

It's summertime and time to enjoy the old Fords. One way to do this is to go to a cruise-in. You don't need to register your car or even plan ahead. All you need to do is decide where you're going and show up. Many like the cruise scene even better than car shows because of the informality.

You can find local cruise-ins by going to [www.capitalcruisin.com](http://www.capitalcruisin.com) then scroll down and click on "cruises". If you scroll down to the bottom of this page, you'll find local cruise-ins organized by day of the week. Because cruise-ins come and go frequently, you'll probably want to give the organizer a call, if a phone number is listed. So, when you have an urge to fire up the V8 on some weekend night, give your buddies a call, invite your sweetie and head out to a cruise-in!

### FOR SALE

1942 Ford conv. Finished restoration several years ago and not many miles since then. Niles Blue green. radio, heater, spotlight, LB red leather upholstery. WWW's Tan top. All Steel \$33,600 Bob Wild 540-347-0725

### NOTE: The JUNE MEETING WILL BE HELD ON WEDNESDAY, JUNE 11 - Radio Program

DATELINE: Vienna, Virginia, June 11, 2008 OLD TIME RADIO COMES TO THE NVRG . . . Join us this Wednesday, June 11th and come back with us to those thrilling days of yesteryear to when was king. It was a time of Little Orphan Annie, magic decoder rings, and Ovaltine. When Gunsmoke starred William Conrad as Marshall Matt Dillon, the NBC network came in a shade of Blue and an announcer would intone Ladies and gentlemen, Lux presents Hollywood!" before producer Cecil B. DeMille would invite you into the best seat in the house for The Lux Radio Theatre. It was a time when the theatre was in your mind and not on a television screen. It was Radio's Golden Age. Our speaker, Maury Cagle, will freely admit to you that he has too many hobbies, but two have persisted through many decades--a love of antique automobiles and old time radio. He looks forward to being able to combine the two at the forthcoming meeting. Maury worked in radio and television for many years, and still does a daily, 60-second radio feature syndicated to stations across the country. Maury is active in the Metropolitan Washington Old Time Radio Club ([www.mwotrc.com](http://www.mwotrc.com)) and is dedicated to keeping interest alive in the golden age of radio, and belongs to several car clubs.



June Speaker Maury Cagle's other hobby

So, please join us on Wednesday, 11 June for a very special presentation that will take you back to when our V-8s were new. **Also, if you have an old radio from the 20s, 30s, 40s or 50s, please be sure to bring it and we'll put them on display in the side room.** Leo Cumming also suggests checking out [www.Nostalgiaair.org](http://www.Nostalgiaair.org), another great web site dedicated to Old Time Radio.

### Tech Tip: REPLACING SCHAKLE PINS ON A 1939 FORD PICKUP

By Clem Clement

I was forewarned that this was as miserable of a job as there is with our old cars. Dunno about that, but it does test one's patience. Let's see if we can explain the process.



My issue was that the installed front spring set flat across, meaning that its preset curvature was lost due to age and amount of flexing it had been through. So a new spring was in order and Dennis Carpenter had a NOS spring still in a cosmoleen-like protective coating. Removing the old spring was an easy task. Remember safety first so be careful. (continued on page 10)

**Tech Tip:** (continued from page 9)

We set the front axle on two four legged jack stands and the truck frame on two jack stands. Then jacked up a spring end until the load was off the shackle bar and removed the four pin nuts and the two shackles. We repeated this on the other side. (Now the front end is tied to the frame by the shock links and the front radius ball so it likes to wander if not supported properly.) Place a floor jack under the spring, unbolt the U bolts and the spring is free to be lowered with the jack. It is heavy so watch your fingers.

Now the fun begins. The pins on the bad spring are not a problem as that spring will go away, but the two in the front spring perches are. If the vehicle has original-type shackle pins installed, real work is to follow. If the "cheapo" replacements were used, the pins set in hard bakelite-like hollow plugs and pop right out. The original pins were heavily grooved and wrapped in a tarred canvas-like substance so that they gripped the pin. The combo was wrapped in a steel sheath manufactured 2-4 thousands bigger in diameter than the hole they are intended to fit. They were originally installed by KR Wilson tool No. BV 121 Stud Replacer. If I understand the physics of the situation, the entrapped canvas acted like as the anti-sway function in the pre-1940 era before the sway and Panhard bars were utilized. Those pins like to remain where they are.

Several suggestions were offered by fellow club members and the usuals on Fordbarn. Liberal use of Black Jack was the best suggestion. One suggestion was to use a dent remover of the variety with the threaded portion to hold the various hooks provided. The threads exactly match the shackle pins so one pin walked back out easily using the shock of the dent puller weight. This pin was aftermarket and smooth-sided. The collar remained. The other pin gave up its thread rather than back out. Turns out it was a different kind of pin and had deep grooves in its surface. Pass the Black Jack (:>). Pounding on the pin to urge it to move rearward was unsuccessful as well. Benny Leonard studied the situation and decided we need to cut the end of the pin off flush with the perch casting. Then using a 1/8=94 drill, drill several holes into the black material along the side of the pin. This relieved the binding and the pin came out. Now to the pin collars.

We tried cutting the tubes lengthwise with an unmounted 32 tpi hacksaw blade. The collar did not want to collapse. A small punch was used to roll the edges of the collar inward to try and break the collar loose. Lots of pounding occurred with no success. We then made a special grind on an air chisel tool to get under the turned-in edge of the collars. Nothing like a good air tool to do the job. The collars came out without much more fuss. We found that the collars were installed so tightly that they did not have

rust between the collar and the perch. We cleaned up the perch holes with a BE reamer and a Dremel wire wheel.

Fortunately I had acquired several NOS shackle pins in their casings at the Frederick car parts show in March. These measured out 0.002-4 thousands smaller than the repros I have. (We did try the process of freezing the pins to shrink them a bit but with no success.) We removed the factory paint and chucked each NOS pin in a drill press. Using a stone and then 60 and 120 sand paper, we knocked off a couple more thousands from the original casings. Also the originals bulged slightly in the middle of the tube which we removed. The result was that the pins in their casings slipped into position without heavy use of an 814124 pound hammer. I believe they are tight enough to be held from turning and will provide the anti-sway function as designed.

Now all was left to do was to install the new spring into the vehicle. We mounted the spring into the 4 U bolts taking care that the spring bolt was centered and square with in the cross member hole. The spring, being new, fought the spring spreader. We found that as the spreader lengthened it was forced off the spring end. Fortunately it only dropped on the floor jack and did not fly across the garage. We reversed the spreader and tried again. We lengthened the spreader a bit and then jacked up a spring end a bit. A team effort between the spreader and the bottle jacks was required. One end lined up with the perch and soon the shackles on that end were installed. The spring would not reach to the other perch so we quit for the night. Always a wise decision to quit early when things start to get frustrating and sloppy.

The next morning it became obvious that the spring had slipped off center in favor of the closer perch. We determined that this occurred as we substituted a thick pad for the thin anti squeak pad we did not have. By loosening the 4 U bolt nuts and letting the spring hang free, we were able to jack up the other spring end into position. The U bolts were tightened and all fittings checked for proper tightness. The pickup up rides at least 3 inches higher and almost level front to back. It does not squeak when encountering bumps and seems to have a much better ride. Anyway, Ms Sandy thinks so, therefore it is so. Thanks to all who provide tools and advice. We could not have done this without your excellent assistance.



**You're in good hands at your Ford Dealer's!**

## V8 Email

Jason Javaras sent in the photo below. He took the picture at the Pate Swap Meet in Fort Worth, Texas. Jason indicated the readers of the Valve Clatter might get a chuckle over the content.



### South County High School 2nd Annual Car Show

As noted in the President's column on page 2, club members attended this event. Activity included Leo Cummings providing an introduction to Ford trucks to some of the students.



Of course, another activity at any car show is the customary gathering around one of the vehicles in attendance. The subject of much interest was Clem Clement's 1939 Pickup. One of the fascinating features of this vehicle is all of the extras under the hood and in the pickup bed. Consultation underway in the photo at the top of the next column dealt with, among other things, which way the front of the bed should be facing. Under the hood is Clem's secret for combating vapor lock. The next time you are at a show and see his '39 be sure to find out what it is.



**Barabara and Arel Brown**  
**6211 Number 4 Road, Lowville, N.Y. 13367**  
**e-mail arelbarb@gmail.com**  
**phone 315-376-7392 (evenings)**

Friends and fellow V-8 enthusiasts:

We are requesting your help in operating the registration room at the Early Ford V-8 Clubs Grand National Meet. If you are attending and could volunteer to assist us we would certainly appreciate your help. We have divided the day into 3 three hour shifts. Please indicate the day and time slot which would best fit your schedule. Second choices would be helpful. We have been advised that on Monday and Tuesday there should be at least 10 people available at all times to help the registrants as they arrive. We will be handing out the registration bags, checking for event tickets, and selling clothing to name a few of our duties.

Registration Committee Co-chaired by:  
Cheryl and Jerry Reichel Barbara and Arel Brown

Sunday 5pm-7pm \_\_\_\_\_  
Monday 8am-11am \_\_\_\_\_ 11am-2pm \_\_\_\_\_ 2pm-5pm \_\_\_\_\_  
Tuesday 8am-11am \_\_\_\_\_ 11am-2pm \_\_\_\_\_ 2pm-5pm \_\_\_\_\_  
Wednesday 8am-11am \_\_\_\_\_ 11am-2pm \_\_\_\_\_ 2pm-5pm \_\_\_\_\_  
Thursday 8am-9am \_\_\_\_\_

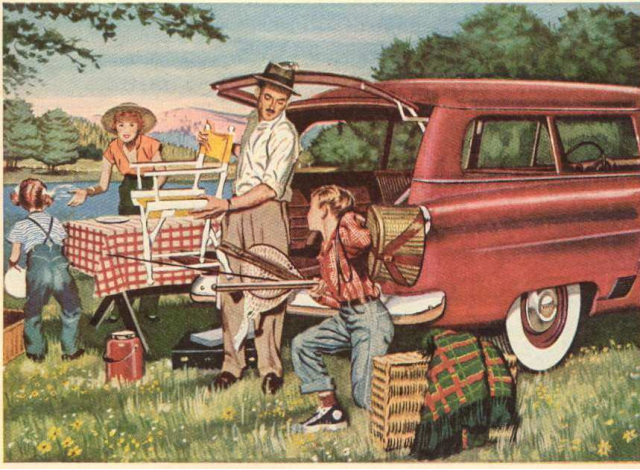
Please make your selection (s) and send your confirmation to the address above or e-mail to: arelbarb@gmail.com. A master schedule will be created and we will confirm the date and time you will be working. Please fill in the contact information for confirmation.

Name \_\_\_\_\_

Address \_\_\_\_\_

E-mail \_\_\_\_\_

Phone \_\_\_\_\_



**Saturday, JUNE 28th - NVRG Club Picnic**

**Location:** Picnic Shelter area 3, Algonkian Regional Park, Loudon County, Virginia

**Time:** 10:00 am to 6:00 pm Food at 2:00 pm

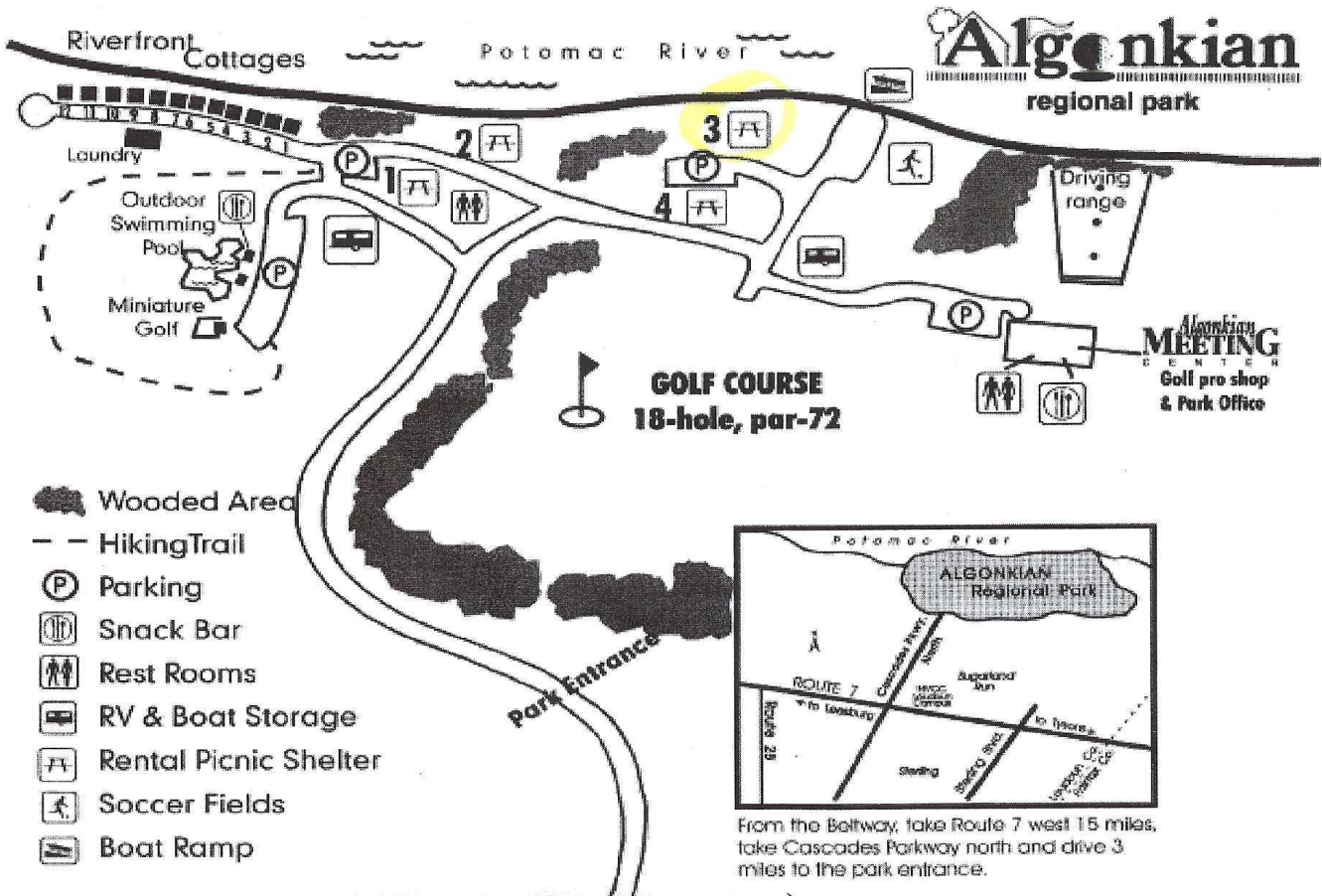
Please bring your own beverages and a desert to share.

**Cost:** \$5.00 per Adult, kids free

Sign up at the June meeting, otherwise let Leo Cummings know you are coming.

**Directions:** From the Beltway, take Route 7 west 15 miles, take Cascades Parkway north and drive 3 miles to the park entrance. Note: The parking lot is gravel, but boat area is paved.

Come share the fun, stories about your V8s, tales of picnics of the past, or discovery of too many fleas at the flea markets of Carlisle, Hershey, etc.





# NVRG Calendar



## June

- 7 51th Annual Historic Fredericksburg AACA Meet - Old Town Fredericksburg -  
Point of contact: Jay Brown (540)-372-6896
- 11 **Membership Meeting** - 7:00 pm - Nottoway Park - **Program:** A History of Old Time Broadcasting  
**Speaker:** Maury Cagle from the Washington Old Time Radio Club - **bring your significant other as we return to the thrilling radio days of yesteryear!** See details on page 9  
**Refreshments:** Dave Westrate - **Please note our June meeting is on a Wednesday!**
- 15 Sully Plantation Show - join us in the shade for our traditional Father's Day picnic
- 24 NVRG Board of Directors meeting
- 28 **NVRG Picnic** - Algonkian Park on the banks of the Potomac River in Loudoun County - lots of fun for the whole family to do - **full details on page 12** **Valve Clatter** deadline - jlabaugh@verizon.net

## July

- 4 Independence Day Car shows in downtown Fairfax and Vienna
- 6 National Capital Region 18<sup>th</sup> Annual Car Show, Longwood Center, Brookville, MD
- 8 **Membership Meeting** - 7:00 pm - Nottoway Park - **Program:** Annual Show & Tell- share your treasures  
**Refreshments:** To be determined
- 13-19 Early Ford V-8 Club of America **Grand National Meet**, Dearborn, MI - contact Bill Simons if you are interested in joining the caravan out and/or back
- 26-27 **Annual NVRG Night at the Drive-In Movies - Stephen's City, VA** - rain date 2-3 August
- 29 NVRG Board of Directors meeting

## August

- 2 & 30 **Valve Clatter** deadline -send items to editor Jim La Baugh - (jlabaugh@verizon.net)
- 12 **Membership Meeting** - 7:00 pm - Nottoway Park - **Program:** Grand National meet in review  
**Refreshments:** Cliff Green
- 26 NVRG Board of Directors meeting

## Down the Road

**August 23<sup>rd</sup> - 26<sup>th</sup>** - Early Ford V-8 Foundation Museum Motorfest IV - Auburn, IN (note new dates for this event)  
**September 27** - Fall Picnic and Tour to Oak Hill - visit the Oak Hill estate of President James Monroe and tour to Doukenie Winery in Hillsboro, VA. The Oak Hill estate is **not** open to the public but Bill Simons has arranged a private tour for us.



**Board of directors**  
**Northern Virginia Regional Group**



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

|   |              |  |              |
|---|--------------|--|--------------|
| Vice President: <b>Eric Sumner</b>      | 703-860-1916 | Programs: <b>John Sweet</b>                | 703-430-5770 |
| Secretary: <b>Cliff Green</b>           | 703-426-2662 | Property: <b>Frankie Martin</b>            | 703-928-7136 |
| Treasurer: <b>Greg Mensinger</b>        | 703-893-5644 | Activities: <b>Dave Westrate</b>           | 703-620-9597 |
| Membership: <b>Jim McDaniel</b>         | 703-569-6699 | Historian: <b>Don Lombard</b>              | 703-690-7971 |
| Tours: <b>Leo Cummings, Hank Dubois</b> | 703-866-9707 | Newsletter: <b>Jim La Baugh</b>            | 703-573-9285 |
| Past President: <b>John Girman</b>      | 703-242-1459 | Web master: <b>helenandken@verizon.net</b> |              |

**ATTENTION !**

The June Meeting is on  
**WEDNESDAY June 11**  
 at 7:00 pm in the historic Hunter  
 House, located adjacent to the tennis  
 courts, Nottoway Park, Court House  
 Road, Vienna, VA



**June's program - Old time Radio**



**FIRST CLASS MAIL**

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