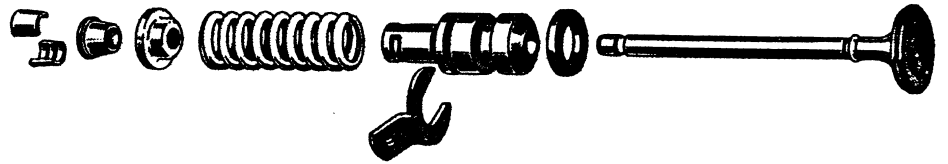




Valve Clatter



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

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August 2008

Jim LaBaugh Editor

Grand National Meet, Dearborn, Michigan

by Cliff Green

Here are some of the numbers relative to the Grand National Meet in Dearborn.



GRAND NATIONAL CELEBRATION

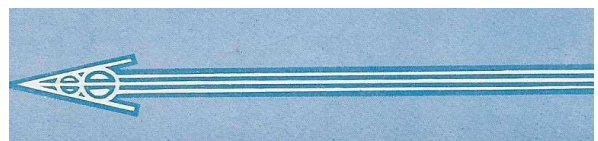
There were many late registrations at \$100 a clip. 485 were preregistered and at least 35 more came in late. Fortunately there were enough goody bags for them. All of the food tickets were sold out, however the Grand Buffet on Wednesday night at the hotel had no shows, so our intrepid VC editor was able to join us.

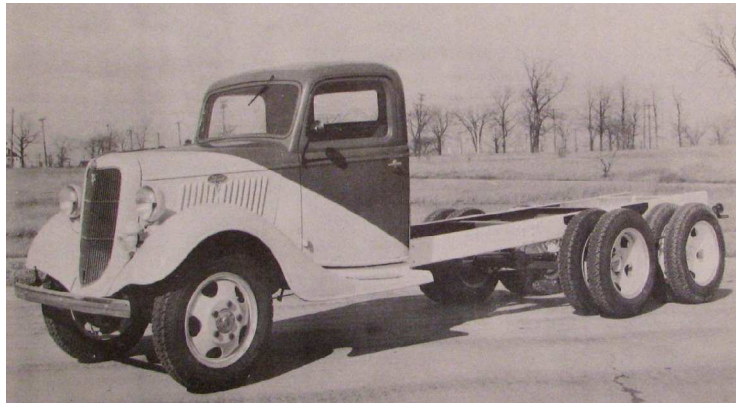
I was in charge of setting up the concourse show field. We had a enormous parking lot with 485 single spaces. I was able to give almost every car a space and a half so that the field looked full with about 275 cars , including three Mullins trailers.

I want to thank the NVRG members **Bill Selley, Hank Amster, Eric Sumner,** and **Dave Westrate** who helped me lay out the field on Sunday morning. The hotel insisted that we use chalk and it lasted until rain washed it away the night before the concourse. By then every one had their spot and could recognize their neighbors, so on concourse day there was little problem when the trailer box's emptied.

During the week **Bill , Dave , Eric, John Sweet** helped in the Concourse HQ tent directing incoming traffic and assigning spots. I especially want to thank **Hank Amster** who was with me every day to assist. He drove over from his daughters near Ann Arbor to be with the guys. A big attaboy for Hank!

Bill and I drove home Friday morning and missed the banquet.





August 2008

My how time does fly. Seems like just yesterday Spring was here but now we are deep into summer and already looking ahead to fall. I suppose that's one consequence of keeping busy as I we all seem to be. I write this message while attempting to pack for a week long family vacation and I hope you get the same chance this summer.

Last month's program on old time radio broadcasts was a blast. Our speaker did a great job of tying radio into the fabric of American life in the golden days of radio from the 1930's to the 1950's; the same era as the flathead Ford! Thanks go to **John Sweet** for another great program.

I had the great fortune to be able to attend part of one day at the Grand National Meet in Dearborn this year. You will read many more details about this show in this issue of the newsletter, but a few things stand out for me during my short visit. It was great fun to see so many Northern Virginia Regional Group members participating at the show. **Cliff Green** was holding court on the show field, directing parking and I recall seeing **Bill Selley**, **John Ryan**, **Maury Roesch**, **Eric Sumner**, **Dave Westrate**, and others I can't recall right now. I was amazed by the quality of the cars, especially some in the Rouge class; it was nice to see so many well preserved cars. Trucks were a bit thin, at least for me, but the weather was great for the concourse. A few small parts got to ride home with me destined to add to the collection of parts that someday will become an operational vehicle. The special stainless steel '36 tudor sedan was a real treat to see as it is such a rare and historic vehicle. I also spent several hours at the Benson Ford Research Library and was able to come away with prints for my truck exhaust system. At least now I know where the pipes are supposed to look like and where they run. The staff there was very cordial and accommodating. They have some strict rules and the copy prices are a bit steep, but where else can you find the detailed information? I'm even considering a special trip out there to do some more research.

Come to the August membership meeting and hear more about the Dearborn show and see lots of photos. It should be a fun meeting. **Cliff Green** will be supplying the refreshments.

It's time to consider joining the Board of Directors and in this issue is a call for nominations. If you have any interest in getting more involved, please let me or the Nominating Committee Chair know. It's really not that much effort to be a board member and the rewards are getting to know some of the members better and have a say in determining the clubs activities.

Hopefully I'll see you at the August membership meeting. 'Till then, keep those flatheads running.

Dave

IMPRESSIONS OF DEARBORN

by Dave Westrate

Eric and I had another V8 adventure at the 2008 Grand National Meet at Dearborn, and we enjoyed all of it. A highlight was a visit to the Edsel and Eleanor Ford House on Lake St. Clair. On the drive to the house, we passed the exclusive homes in Grosse Pointe which was a visual tour of the past success of the automobile industry.

The Fords raised four children (Henry II, Benson, Josephine and William) in this estate, which sits on 80 acres on the shore of Lake St. Clair. The house was designed by Albert Kahn to resemble a collection of cotswald village cottages. They occupied the house in 1929.

We entered many of the 60 rooms which were packed with art, furniture and memoirs. It gave me a real feeling for what the Fords lives were like in the 30s and 40s and what the extended Ford family has accomplished to this day. They made and spent a lot of money, but they gave tons to those less fortunate and preserved a lot of art work for others to enjoy in the museums in Detroit and elsewhere.

Highlights of the house included massive amounts of finished woodwork imported from England from families who had to sell it to pay their taxes. This included staircases, paneling, and furniture. The roofs were covered with stone shingles also imported from England. They look like they will last 1,000 years more. The pool, pool house and grounds were beautiful and interesting, but we especially liked the playhouse built for daughter Josephine. It is a complete house with working bath, kitchen, bedroom and family room with fireplace. The entire structure and everything in it is life-sized and mirrors the big house in fit and finish.



The garage is complete with a roundabout for spinning cars 360 degrees. It had four cars in it the day we visited. One was Eleanor's Lincoln that had been modified to raise

the roof six inches to keep her from knocking her hats off. She loved her hats! Wouldn't it be nice to have such problems?



One of the things I liked in the big house, was all of the buttons on the walls, end tables and other places which when pushed caused the staff to come running to tend to your every whim. I bet the four kids drove the staff nuts with this game.

Well, Edsel clearly moved the Ford Motor Company forward from what Henry built. It was a thrill to see some of what life was like in the day. This house is a must visit if ever you are in the Detroit area.

ON THE ROAD TO DEARBORN

by Maurie Roesch

The EFV-8 Grand National Meet was filled with interesting travel, great camaraderie, wonderful cars and enjoyable activities. The term Dearborn has two meanings to me. It is a location and an Award to be achieved if possible. In 2008 the two were in certain respects coincident.



The first day, Monday, was devoted to getting to Dearborn. Our Team consisted of Bill Simmons, John Ryan, Jim LaBaugh and myself. (continued on page 4)

ON THE ROAD TO DEARBORN *(continued)*

The trip included: travel through six states with everything from freeways to narrow two lane roads, a great lunch in small town America, and friendly discussions with the Ohio State Police, basic automotive mechanics, meeting new friends in several places including NAPA, map reading 101 and training in convoy procedures. All of this was accomplished in only 17 hours. A hamburger and two beers in the bar of the Hyatt at midnight capped off the day.



Maurie, John, and Bill revive the editor's modern iron

Tuesday and Wednesday were devoted to working on my '40 Ford a bit and interacting with the large number of EFV-8 characters on the scene. Typically I think of many of these people by the way I first related to them on the phone. Invariably my first contact had to do with Ford parts. These wonderful folks included: Judge Bob Moon (TN, spark plugs), Mort Burton (OH, radiator caps), Mike Kubarth (WI, spring covers), Ken Isidor (CT, fuel pumps) and Roy Nacewicz (MI, fasteners). Their compelling personalities made the many conversations rewarding and entertaining. The vendors had numerous hard to obtain parts and lots of good tips.



The stainless '36

Thursday was the big day of the Concourse. There were 275 Flathead Fords of every class and vintage. What a glorious sight. There even was a stainless steel '36 2-door. The Concourse was well organized and laid out by our own Cliff Green. The judging teams were enthusiastic and experienced. Judging was accomplished in a comprehensive, deliberate and professional manner. In the case of my '40 the pursuit of the Dearborn Award proved to be elusive. It was close but not quite the brass ring.

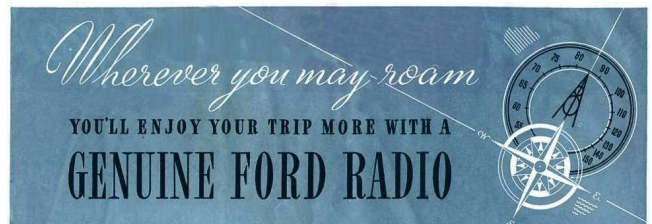
Friday was the day I spent with my wife, Cathy, who had arrived late Thursday. We went over to the Ford museum and to the Greenfield Village. Both of these venues were rich in Ford heritage and American history. Later we had a most enjoyable lunch at the Big Fish restaurant. The evening Awards Banquet was quite an affair; it seemed that almost all participants were honored in some fashion. Cathy and I sat beside Bob Drake for dinner. Needless to say he is a very interesting gentleman and we enjoyed his company a great deal. The Banquet, as with all Grand National activities, was well run.

In 2009 the Eastern National Meet will be in Windsor, CT. We are making plans to attend. I am already beginning to work off the items on my Blue Scoring Sheets. Although the location will be different the Award is still out there. So, next summer you will find me going to Windsor, CT which is On The Road to Dearborn.

It Was a Dark and Stormy Night

by Ken Burns

No, wait! That's a different story. This one is about **the wonderfully informative program delivered at our July Meeting by Maury Cagle** of the Metropolitan Washington Old Time Radio Club. I've broken Maury's talk down into several segments because he had an awful lot of great information about a subject that we all grew up with and which helped shape our lives then and still has a lasting impact on our culture to this day.



Car Nut: Before even telling us about radios, Maury established that he was one of us—a true, bona fide car nut. He told us that at three years old he could identify cars as they passed by and soon had memorized all the Indy 500 information from the Floyd-Clymer scrapbooks. His first car was a 1934 Ford five window coupe that he purchased in 1950 for \$75. *(continued on page 5)*

It Was a Dark and Stormy Night *(continued)*

This was a huge investment since, at the time, you could buy a running Model A Ford for \$25 or a non-running one for \$15! Maury still owns a piece of that first car – a blown piston that let loose one night about a mile from his home in 10 degree weather. Not properly dressed for the freezing weather, Maury decided he'd continue on in spite of the unhappy noises emanating from under the hood. Maury led a charmed life that evening because he made it all the way home and the only damage to the engine was the blown piston – the cylinder wall hadn't been scored. After parting with the Ford, Maury owned a variety of interesting cars and currently has a 1959 Triumph TR2.

Love Affair: Maury's love affair with radios goes back as far as his affinity to automobiles. His earliest radio recollection is being three years old and listening to Santa on the radio with his family. He really became hooked on his sixth birthday. His father came home from work for lunch that day (an unusual event) and gave Maury his present, a beautiful 5-pushbutton radio. Dad then tuned the radio to a local station where the local station band played Happy Birthday to Maury. That was all it took – he never stopped loving everything about the radio media: its history, the sociology, the equipment, the personalities and the great programs.

History: We think of radios as entertainment but just as the Internet has morphed from a small network of computers strung together for research into today's every-expanding entity, the radio (originally known as wireless telegraph) began its life with a practical, utilitarian business application: it was developed as a way to communicate with ships at sea. In fact, the Bureau of Commerce issued the first licenses years before the FCC came along. At the beginning of the 20th Century wireless telegraph transmissions could be sent across the Atlantic, but Fessenden's first successful voice radio transmission travelled only a mile in 1900. One early pioneer of radio was actually arrested for selling stock for an invention that could send voices through the air – an obvious impossibility!!! However, the early adapters pressed on. The first station was 8MK (now WMMK) and by 1920 KEKA was broadcasting the results of the Presidential election. Growth was explosive; from 30 stations in the early 20s to 556 in 1923 to 3,250 in 1928. Commercials first hit the airwaves in 1922 on WEAJ with an ad for apartments for rent. Stations initially relied on local talent and local programming in the years before the advent of radio networks.

Radios: To help illustrate his presentation Maury brought in his own beautifully restored 1926 Atwater Kent radio. We tend to think of battery-powered radio as being a rather



recent invention but were wrong. The 1926 Atwater Kent radio was battery-operated; it required five batteries with three different voltages to operate. For many years radios came in both electrical and battery models and there was a practical reason for this. In 1940, fully 25% of American homes still did not have electrical power and it wasn't until 1956 that the country was fully electrified. NVRG members also brought in vintage radios and many described the story behind them, including John Girman who displayed a crystal set his father had built, the Blue Ribbon awarded to John's father and a newspaper clipping about his father and the radio. In 1930, radio hit the road when Bill Lear (of Learjet fame) invented the first automobile radio for Motorola. And by 1932 even Ford was offering a dealer installed radio option. *(continued on page 6)*



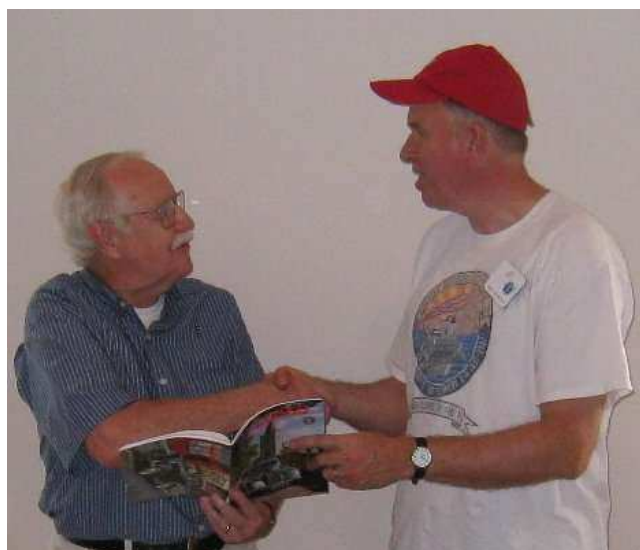
It Was a Dark and Stormy Night *(continued)*

Golden Age of Radio 1932-1956 Programs: As radio began to mature as a commercial enterprise local stations were being consolidated into some of the radio networks that are still with us today. We found out that Super Stations aren't a new phenomena that sprung up with cable and satellite TV. Back in the formative years of radio there were Clear Channel Stations broadcasting with 50,000 watts of power. Because of ground wave propagation after sunset, these powerful stations would drown out the smaller local stations and virtually force them to sign off at sunset. You can still identify the direct descendants of these early super stations by their three letter call signs. The rise of networks and powerful stations marked a shift away from local programming and led to the development of such classic programs as the Lone Ranger, Fibber McGee and Molly, The Shadow, John Dollar and the Cisco Kid. Perhaps the most popular program of all time was the Amos and Andy Show. Its audience was so loyal and devoted that movie theaters were forced to stop their film at 7 pm, turn on Amos and Andy in the theater, and then resume the feature once the radio show was over. If they didn't do this very, very few people would purchase a movie ticket for that time slot. The common wisdom of the day was that you could walk down any Main Street and be able to listen to the entire broadcast of Amos and Andy because everyone would have it on and you would be able to hear it through the open windows as you walked along. To help illustrate the programs of the era, Maury played audio clips from numerous programs that many of us remember from our youth. World War II ushered in profound changes in musical entertainment on the radio. As part of the war effort program content changed and there was a two year ban on producing band recordings. This ban led to a shift away from big band music and to the rise of popular recording artists in their own right. Words we use commonly today were coined during the Golden Age of Radio for example, serial drama programs were sponsored by companies such as Proctor & Gamble, hence they came to be known as soap operas.

Impact: Radio was a very powerful social force in its heyday. A survey of 1,000 women in 1934 asked them to list their favorite appliances in order: iron, radio, washing machine, and the refrigerator. Humorist James Thurber memorably described the fifteen-minute radio serial formula: Radio soap opera has been defined as: Between thick slices of advertising, spread twelve minutes of dialogue, add predicament, villainy, and female suffering in equal measure, throw in a dash of nobility, sprinkle with tears, season with organ music, cover with a rich announcer sauce, and serve five times a week. Radio provided many of the early programs and early stars for the post WW II media boom known as TV. Soap operas, game shows and

westerns and their stars easily made the transition in the early days of TV. Maury told us that Bing Crosby wanted to play golf instead of repeating his show for the West Coast. His program was so popular that technology was developed to meet the demand recording equipment was vastly improved with the invention of magnetic tape recording and Bing's programs could be recorded and then played back at a later hour a practice still in use today with many syndicated TV programs just wait until football season and listen for will be brought to you in its entirety. For those of you on the West Coast, this program will be seen at its normally scheduled time.

Personal Sacrifice: Like many of us, Maury wasn't too keen about Ovaltine, in fact, he hated it. But like many of us he also desperately wanted that secret decoder ring so he could decode the weekly secret message from his favorite show. The obstacle here was that in order to get the ring you had to send in the label from a jar of Ovaltine. Poor Maury was caught in a quandary Mom had purchased the Ovaltine, but he had to finish the jar before he could remove the label and send it in. My secret weapon was my grandfather who never drank coffee but had a big steaming mug of Ovaltine with breakfast every morning. A little sweet talking on my part and Grandma carefully removed and save the label for her grandson!



President Gunnarson receives donations of V8 Times and past membership guides from John Wenchel.

There was an added attraction to our July meeting at the Hunter House in Nottoway Park. Thanks to Past President of the club John Wenchel, we were given about 60 past issues of the V8 Times starting in 1975 and a small pile of prior year membership guides donated for members to take home. This was greatly appreciated by those in attendance. In addition, present club member **Jim Roebuck** has provided us with a copy of the first issues of the V8 Times. Look for them on our web site. Thanks Jim!

Stephens City Drive-in Movie Tour

By: Jim McDaniel

Assorted pet problems and family commitments thinned the ranks for our annual overnight Club tour to the drive-in movies at Stephens City in the Shenandoah Valley. At the last minute, about half those signed up had to drop out for one reason or another, but a congenial core of diehard V8ers met at Fair Oaks Mall on Saturday, July 26. It was a warm, sunny afternoon with a slight breeze, and four old Fords and several modern cars started out for the 65-mile trip to Stephens City. Twelve folks in all. It was a pleasant and totally uneventful drive out I-66 and I-81 to the Holiday Inn Express. No mishaps this year. Everyone made it just fine.



Driving their V-8s in convoy were **Dave & Barbara Westrate, Frankie & Larrie Martin, John & Patty Girman, and Jim & Char McDaniel.** Keeping a close eye on the V-8s, as they followed the convoy in their modern iron, were **Jim La Baugh and Hank & Cindy DuBois.** **John Sweet** joined us at the Holiday Inn.

After arrival and a short cool-down (for the drivers, not necessarily the cars), we gathered in the hotel lobby, visiting and catching up on everyone's latest doings, before heading out to the old-reliable New Town Tavern for dinner.



Now permit me to digress for a moment and explain that I used the hotel's business-room computer to start this report as soon as we arrived real-time, so to speak. Of course I bragged about everyone making it with no mishaps. Well, as soon as we get out to our cars for the drive to dinner, Dave Westrate

discovers that a rock (or other missile) had broken the left headlight lens on his beautiful '39 Woody. It sustained several long cracks all the way across the lens, but it had not shattered. Amazingly enough, Dave had a role of

regular old Scotch Tape with him, so a field repair was immediately accomplished. It now looks like the poor thing has a cataract, but the lens held together.

And of course, because I had just recorded (and announced) that everyone made it with no mishaps; Barbara immediately blamed me for causing the broken lens. (If only I had such power.) We all enjoyed good food and friendship at the New Town Tavern and everyone was really happy with their selections, except perhaps John Sweet who wound up with two steaks for the price of one. I understand his second one was just right. Following dinner we came out of the tavern to a light rain, then adjourned to the ice cream stand out in the parking lot of the shopping center, where we found some really tasty

cones, shakes, and sundaes. After the required photo shoot, everyone left for the movie totally stuffed!

Frances Jenkins joined us for ice cream after dinner and brought along a friend of hers, **Jim Puffinberger.** Jim, a very friendly guy, owns a lawn mower repair service and handed out free camo baseball caps to most of the guys. Cool hats. Everyone wore them for the movie. Now speaking of the movie, there were two screens for two simultaneous movies. One side showed a cute animated feature named WALL-E, and the other one showed *Wanted*, a totally unbelievable, disjointed, vulgar, violent, action flick. As Char and I had taken our granddaughter to see WALL-E recently, we are the only ones to see *Wanted*. Little did we know what we were getting into. Everyone who saw WALL-E liked it. The other movie, *Wanted*, was a giant YUK a total waste of time! (You pays your dollar and you takes your chance.) *(continued on page 8)*



Stephens City Drive-in Movie Tour *(continued)*



On Sunday, we had a most excellent adventure! Some of our group returned home that morning, but the Girmans, DuBois, McDaniels, and Jim La Baugh continued on.

After an interesting drive through the State Arboretum in Virginia (see: <http://www.virginia.edu/blandy/>), we journeyed on to the nearby historic Long Branch estate in Millwood, VA. Long Branch is one of the most historic and elegant manor homes in the Virginia Hunt Country, and is operated as a museum.



This was the highlight of the weekend. We received a fascinating and very detailed tour of the Long Branch manor house, just for our group, by the French-born curator,



Colette Poisson. She worked as an employee for the man who restored the estate, Harry Z. Isaacs, for over two decades. Colette's personal

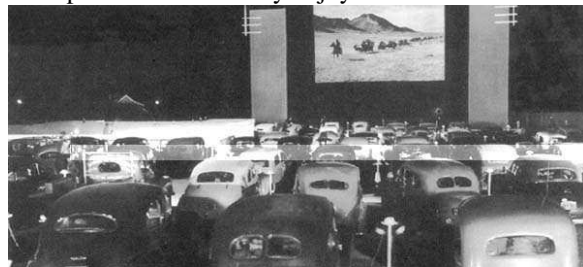
knowledge of the home and its history is indeed impressive. She knew everything about everything! This beautiful

estate and its grounds are definitely worth a return visit by our Club. You can see more about the museum at: <http://architecture.about.com/library/blongbranchestate.htm>.



We finished our enjoyable weekend with a stop for lunch at a quaint, old, cozy tavern in Upperville, VA, the Hunter's Head. To borrow an excerpt from an excerpt from a Washington Post review, Hunter's Head is a fine, stout English-type pub that contains some striking remnants (mantels, plank and mortar walls) of the 1750s log cabin, known as the old Carr House, it began as. The iron gate into the walled garden is said to have come from the old Upperville, Virginia jail, a precaution many a pub would applaud. Wonderful meal!

It was a perfect end to a very enjoyable weekend.



Raven Finish

by Dave Gunnarson

Henry Ford utilized a black oxide finish on many hardware parts in our early Ford V8's. These parts are listed in the parts manuals with a suffix of "S-2" also referred to as a Raven finish. In searching for information about various plating techniques, I came across a good article on this topic originally written by Rick Delawde and published in the American Fastener Journal that I have modified.



The Basics of Black Oxide

What is it?

Black oxide is a conversion coating formed by a chemical reaction produced when parts are immersed in the alkaline aqueous salt solution operated at approximately 285 degrees F. The reaction between the iron of the ferrous alloy and the hot oxide bath produces magnetite (Fe_3O_4) on the surface of the part. In order to reduce the hazards of hot blackening, and to save energy, proprietary cold blackening solutions have been introduced. These operate at room temperature, and on a different chemical basis, so they are substantially less hazardous. However, room temperature blackening is not a true black oxide process; rather it is the application of a copper selenium compound. This compound is not always an acceptable substitute for black oxide as it does not look as nice, and can rub off onto hands and clothes.



How is the process performed?

The five basic steps for the black oxide conversion coating are clean; rinse; black oxide; rinse; supplementary coating (after-finish). If rust or scale is present on the part, additional steps such as acid pickling or alkaline de-scaling may have to be added before oxidizing. Neutralizing and further rinsing may be necessary on assemblies and parts with blind holes to eliminate "flowering" or bleed-out. Black oxide cannot be produced over plated parts (zinc, nickel, chromium, cadmium, phosphate). This plating must be stripped prior to the black oxide process.

The supplementary coating (after-finish) will dictate the final appearance and function of the part. When a print or drawing specifies "Black Oxide" without any specific after-finish, it is interpreted as Black Oxide and Oil. It is recommended that an after-finish is always applied, as black oxide without an after-finish has very poor corrosion protection. However, with an oil, wax, or lacquer, it is possible to achieve excellent indoor corrosion protection. Black oxides on steel are not suitable for severe outdoor applications or corrosive environments. Black Oxides on Stainless steel or brass alloys will yield excellent corrosion protection, primarily due to their inherent properties.

Tech Tip

by Dave Gunnarson

The latest innovation in ground coffee distribution can be an asset in your garage. Some coffee now comes in plastic containers, equivalent to the old number 10 can, which is roughly cubic, has a handle and a very large snap on lid. I took a few of these home from work and immediately put them to use storing bolts and small parts. I tried one as a small parts washer and put an inch of kerosene in the container, dropped in some greasy parts, swirled it for a minute or two, and then retrieved fairly clean parts. The lid isn't water tight, so with too much agitation kerosene will seep out; experience is such a great teacher! Multiple containers neatly stack and the square shape fits well on a shelf and is a very efficient use of space.



New Movies and Old Cars

By: Jim McDaniel

Several Club members "represented" the NVRG recently in Baltimore at the movie shoot for a Renee Zellweger and Kevin Bacon movie that's in the works, entitled My One and Only. In response to an e-mail request some time ago, I had sent in a photo of my '51 police cruiser to the movie car people, and recently I heard from them, saying that they'd like to use my car, and for me to drive it. This was my first movie shoot. The day ranged from VERY interesting stuff to VERY boring stuff. Lots of repetition. Lots of waiting.



Jim & his wool suit

The movie setting is 1953. I don't know the complete movie story line, but they did shoot several scene locations there in Baltimore. The two I was present for were Pittsburgh and New York City scenes.

I had both a driving and a "walking" role on my two shooting days. They outfitted me with a period Pittsburgh Police uniform, a holster and gun, and a night stick. The uniform was heavy wool and the temperatures were 90+ degrees, with high humidity, on both days. Whew! Lots of water!



Nick Stahl in Jim's door mirror

On my first day, I was mostly in background (movie jargon). I drove the car down the street toward the camera, to within half-a-block of the camera, then pulled over to the curb and stopped. I then got out, secured my night stick in my belt next to my .38 revolver, and performed my best Broderick Crawford (Highway Patrol) saunter across the street, before proceeding down the sidewalk on foot patrol. We practiced the shoot probably five times, then shot and re-shot that scene over ten times (not my fault, honest!). Each time when they yelled CUT! we'd all back our cars up the street about two blocks to the starting point. Lots of backing practice. They sprayed some "bottled dirt" on the front of my cruiser because the chrome was too shiny. (Renee in photo above)



Note the 1953 PA plates

That scene will probably result in maybe one to two minutes of air time. There was another shoot later that day where I did some more walking on the side of the street opposite Renee Zellweger as she engaged in conversation with Nick Stahl (Terminator 3), who was driving the tan '37 Ford Coupe above (owned by MD V8 Club member Gary Wilmer). The first day they just left my sheriff's stars on the door as the car was far enough in the background that you couldn't see the details of the door decal. Oh, and Gary did all the backing up of his '37. Nick walked back. (The second reel of this feature will appear in the next issue)

Upgrading the Radio

By John Girman

I don't know about you but listening to a scratchy broadcast of a baseball game, a Hispanic program or a bunch of crazies in a talk-radio program just doesn't create the ambience I want when cruising in the old Ford. I want FM and I want to be able to use my MP3 player so I can play oldies with a clean sound. So, last year one of the things I did at Hershey was check out vendors who converted original radios with modern innards. All the vendors use the same circuit board made by a company in Florida and all charge about the same amount (\$495, too much!) so neither was a factor. After talking to three vendors I decided to send a radio to Mike Frenchek at Retro Radio Restorations in Elizabethtown, PA (717-367-1428 www.retroradio.biz).

He said he would use the original case, clean it up, install a 6V positive ground power supply, inputs for MP3 or CD player and as a bonus give me a lead with 12V negative ground to power any accessories. The original radio controls including the push-buttons would still work as in the original. The radio would be switched between FM and AM by turning it off and then on again quickly. It would be configured for 45 watts for each stereo channel. (Four speakers were only available for 12V negative.) I had two radios for the 53 Ford, one was the 6-tube radio and the other was the more expensive 8-tube radio. Mike advised me to send the 6-tube radio in because it had a more conventional on/off switch on the volume control. The 8-tube radio has the on/off switch on a push button, which Mike said would not last as long. I asked him how long it would take and he said 12 weeks. So, I packaged it well and sent it off.

After ten weeks, I called him and asked when he would finish it. At that point, he still hadn't cashed the check. He

asked how long ago I had sent it. I said ten weeks and he replied he would get it done in two weeks. I commented that he must be pretty busy to have a twelve week backlog. He said, no, he wasn't especially busy--he was just slow. At twelve weeks I called again and he asked how long ago I had sent it. I said twelve weeks and he said he would finish it in two weeks. However, when I said that was what he said two weeks ago, he said he would finish it in a week. My check was cashed and I had the radio in a week.

It looked good. He had really cleaned it up and the workmanship looked good. It had a short bundle of wires connected to a connector and the other part of the connector

had leads coming out of it to hook up to the speakers, 12V power supply and the light for the dial. For the 6V power input he used the lead with the original fuse holder. It also had two RCA sockets on the back for hook up to a MP3 player.

I had purchased a single speaker from Mac's for \$48 that was composed of a 6X9 inch woofer and two tweeters, so it would fit the original opening in the dash. As you might guess, because the tweeters were located side by side, there wasn't much stereo separation. However, the speaker, made by Autosound, had a rating of 140 watts peak power at 4 ohms.

The instructions for installation and operation supplied by Mike were very clear. I soldered up the leads from the connector to the speaker leads and then installed the radio and the speaker and made the connections. Now for the acid test: how would it sound?

It sounds great! I can't believe it. I have good clean FM sound. (The AM is still scratchy because of all the static.) The speaker has a good, rich sound and setting the tone control gives me booming bass or good, clean treble. The input for the MP3 player also works well. Now, the cost seems unimportant because I can cruise down the road in the old Ford with the sound it deserves!



FORD CONSOLE RANGE RADIO

Here is a dependable performer—combining the advantages of special engineering and pushbutton convenience—at moderate price. Five tubes (plus rectifier) and a big 6 by 9 inch oval speaker contribute to “console quality” reception. Automatic push-button tuning enables you to select any one of five pre-arranged stations. Also has convenient manual tuning and variable tone control. Part No. FAD-18805-C.

WANTED:

Wanted: 1950 Ford 4-door sedan wanted: I have been asked to help a person in Maryland find a driver quality '50 Fordor. Needs to be mechanically sound and generally straight. Appearance not as important as mechanics. '49 and '51 also considered, but needs to be 4-door. I will forward information. Contact Jim McDaniel at jim.mcd@cox.net or 703-569-6699.

Wanted: 32 or 33/34 radiator brace rods, 33-34 outside door handles (closed car), 32 or 33/34 trunk or rumble lid handle; 33- 36 front axle (stock or dropped), 32 front wishbone, 32 bumpers, 32 steering gearbox and 32 gas tank. 47 - 48 rear shock absorber brackets. John Ryan 703-281-9686, 301-469-7328, john@ryanweb.com

Wanted: Set of four or five 14" x 5 1/2" original steel wheels for full size 63-64 Ford Galaxie. Don't have to be show quality but must be true and free of pitting if possible. Jason Javaras 540-786-5819

FOR SALE:

For Sale: 1938 Ford Deluxe Coupe, repainted green and reupholstered years ago, wrong colors. Restore or enjoy as is. Asking \$17,500. Jerry N. Hill, Irvington, VA 22480 Ph 804-438-5450 email jjhill@va.metrocast.net (new email address).



Cruise-In, Saturday, August 16th, 6-9:30 pm

Bubbas East Coast Rods & Customs, located in the Fairfax Circle Plaza Shopping Center, is hosting a cruise in every Saturday evening from 6-9:30 pm in the shopping center's parking lot. The shopping center is located on the northeast side of Fairfax Circle and contains a large Hudson Trail Outfitter's store. Bubbas will be serving all beef hot dogs and bottled water free to all who attend as well as providing appropriate 50's, 60's & 70's music. Their shop will also be open for inspection and for use of restroom facilities. NVRG participation on Saturday, August 16th is an informal gathering of those who want to see what this event is all about as a group. Drive your Early Ford V8 or

modern iron. Woody's Ice Cream Shop is nearby, and visit there makes for an ice cream treat to round out the evening. Several members attended in early May. See the May, 2008 Valve Clatter for their report.

NVRG Board of Directors - Call for nominations

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 active club. New members on the Board bring new ideas for our old iron gatherings and travels. If you have a nomination, or are interested and would like to be nominated, please inform President Dave Gunnarson. In addition to the slate presented at the September meeting, nominations can be made at that time from the floor.

Priming the pump: 2009 Eastern National Meet in Windsor, Connecticut: One of the keys to the success the NVRG had in hosting the Eastern National in 2007, was the receipt of "seed" money (\$1,000) from the 2006 Eastern National Hosts, the Western New York Regional Group. They provided it with the idea that if our meet finished in the plus column, that we would pass along the "seed" money to the next Eastern National meet organizers. This notice simply informs you, the membership, of the Western New York RG's generosity and that we will pass the \$1,000 along to the Connecticut Regional Group.

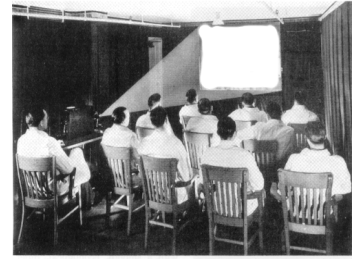


Ford Foundation Thoughts:

As you may recall, the NVRG donated an 60hp V8 engine restored by club member Ray Kunsman to the Early Ford V-8 Foundation at the conclusion of our Eastern National Meet last year. The Foundation currently is seeking contributions that would go directly to the building fund for the construction of the museum depicted in the artist's sketch above. The contributions being sought are for the 48 hundred club - donors who provide \$4,800. Our Regional Group is fortunate to have had a series of successful years in terms of our annual Fairfax City car show, as well as the 2007 Eastern National. Our goals in hosting the 2007 Eastern National were to put on a meet our guests would enjoy and to "break even." We did more than that thanks to the number of attendees and proceeds from the raffles and merchandise sales. As a result, the Board is considering donating \$4,800 to the Foundation for the museum building. Details about this possibility will be discussed at the next general meeting of the club. Club treasury balances in recent years have been: 2004-6,800; 2005-8,700; 2006 - 6,100; and 2007 - 10,700. Your input on this idea is welcome.



NVRG Calendar



August

- 12 **Membership Meeting** - 7:00 pm - Nottaway Park - **Program:** Grand National Meet in Review
Refreshments: Cliff Green
- 16 **Bubba's Cruise-in** - Fairfax Circle Plaza Shopping Center, 6-9:30 pm (see page 12 for details)
- 23-26 **Motorfest IV** - Early Ford V8 Foundation Museum, Auburn, Indiana
- 26 NVRG Board of Directors meeting
- 30 **Valve Clatter** deadline - jlabaugh@verizon.net

September

- 9 **Membership Meeting** - 7:00 pm - Nottaway Park - **Program:** Garage Concepts
Refreshments: Frankie Martin
- 13 2nd Annual Car Show for Jill's House -Dulles Crossing Plaza, Sterling, VA - Jill's House is committed to providing care and support to children with special needs
- 20 33rd Annual Edgar Rohr Memorial Car Meet- sponsor: Bull Run AACA, Manassas, VA
- 27 **NVRG 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. We will tour the house at 10 am and then proceed to the picnic
- 30 NVRG Board of Directors meeting

October

- 4 **Valve Clatter** deadline -send items to editor Jim La Baugh - (jlabaugh@verizon.net)
- 5 **51st Annual Antique Auto assembly, Armed Forces Retirement Home, Washington, D.C.**
- 8 to 11 **Hershey!**
- 14 **Membership Meeting** - 7:00 pm - Nottaway Park - **Program:** Hershey review
- 24-26 **Annual Lebkicker Tour** - two-night tour to the Gettysburg area - join us!
- 28 NVRG Board of Directors meeting

Down the Road

November 12 - NVRG 30th anniversary program

December 6 - NVRG Holiday Gala.



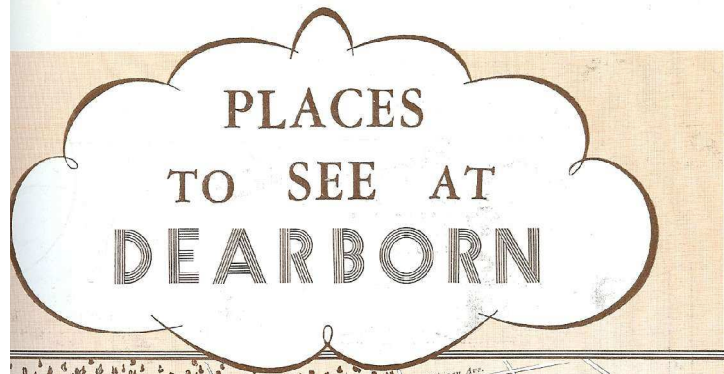
Board of directors
Northern Virginia Regional Group



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

Vice President: Eric Sumner	703-860-1916	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	703-866-9707	Newsletter: Jim La Baugh	703-573-9285
Past President: John Girman	703-242-1459	Web master: helenandken@verizon.net	

Mark your calendar!
The August Meeting is on
TUESDAY August 12
at 7:00 pm in the historic Hunter
House, located adjacent to the tennis
courts, Nottoway Park, Court House
Road, Vienna, VA



Program for August - Dearborn



FIRST CLASS MAIL

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