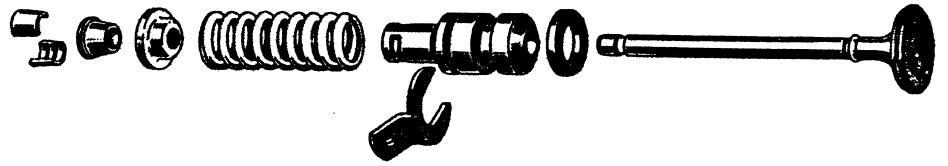




Valve Clatter



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

www.nvrg.org

Volume XXX, No. 11

November 2008

Jim LaBaugh Editor

Lebkicker Tour 2008

By John Girman



We departed the Fair Oaks parking lot a little after 9:00 am, heading towards Gettysburg by way of Leesburg. The parade down the Fairfax Parkway consisted of Ken & Helen Burns in their '41 Woodie, Bill & Liz Simon in their '34 Tudor, Bill & Sylvia Tindall in their '46 Convertible, Patty & me in our '53 Victoria, Jim & Char McDaniel in their '51 Sherriff's car followed by Hank & Cindy DuBois and Bill Selley. Sadly, because he had another commitment, we left behind Don Lombard, who with Ken & Helen, had planned the tour. Nonetheless, Don showed up at Fair Oaks to see us off. *(continued on page 3)*



November 2008

Tonight I'm helping carve pumpkins and prepare Halloween costumes, the weather is cold and the leaves are falling from the trees; all sure signs that Summer is long gone. It's hard to believe that the year is beginning to drawing to a close. The change to cooler weather eases the driving worries of overheating, so come out to one of the tours or events we have planned and enjoy your car, friends and the scenery. Don't forget, the **next membership meeting is Wednesday November 12.** Hunter house is closed for Veteran's Day on our normal meeting date.

Next up is a tour at the garage of NVRG member Al Mason. If you missed the tour to his facility the last time, you won't want to miss it this time. In addition to being a great host and having a magnificent garage, Al will be giving a presentation about the Great Race. Bring your old car and maybe you will get it photographed too. You don't want to miss this one.

I was fortunate to run into quite a few NVRG members in the fields of Hershey. I was great to see everyone and catch up. The weather for Hershey was just about perfect this year and I'm getting used to the hard pavement. At least the fields aren't radically changing from year to year, but I am still struggling to remember some of the vendors newer locations.

The recently completed Leibkicker Tour was a great success, even though there was a day of rain. Congratulations to **Ken Burns**, this year's winner of the Leibkicker Award. Ken is certainly deserving of this award for all he has done, and is doing for our club. Just check out the latest calendar to see some of his handiwork.

At last month's meeting, we had a review of Hershey and swapped stories. The evening was even more special with three guests from England who shared some Early Ford stories from "across the pond". Especially intriguing was the story about a custom-bodied '35 Ford convertible. Also in the audience was **Walter Richmond**, one of the founding members of our Regional Group who was up from North Carolina visiting his daughter. Speaking of our founding, this month's program is all about the history of our club. Bring in any old memorabilia, early issues of the Valve Clatter, or more importantly, your memories and recollections to share with newer members.

Don't forget to sign up for the Holiday Party. The always popular event fills up fast and there is a limit to the number of people that can attend, so send your money in to reserve your seats and food selections. See the information in this issue for all the details. There's no membership meeting in December, so that's another reason to get dressed up and enjoy the party.

See you soon. Yours in V'8ing,

Dave

Lebkicker Tour 2008 *(continued)*



It was the 14th Lebkicker Tour and the NVRG was revisiting the Gettysburg Battlefield, the site of the 2nd Lebkicker Tour. This would be a unique tour because NVRG members would come and go throughout the tour. Things went smoothly on the clear fall day, until we approached Leesburg, when Tindall's '46 began running rough. Soon after we pulled onto Rt. 15, Bill T. pulled over to the side of the road and all but the Burns pulled over, too. Because the Burns were in the lead, they continued to the rally point. The '46 stalled and at first could be restarted, only to stall again. The NVRG swung into action and began methodically troubleshooting. It was soon evident that there was no spark.

Meanwhile, the Burns were joined by Bob & Jane Helms at the Starbucks rally point. Soon, Steve & Wendy Pieper, also on their way to the rally point, saw the stalled caravan and pulled over. At this point, the wives of the NVRG, sensing that this might not be a quick fix, wisely elected to

walk to the Starbucks a short distance ahead. With the assistance of tools supplied by Bill Simon and Jim M., the condenser and then the coil were replaced. Finally with a VOM, it was determined that the points were not opening. Given the difficulty of replacing the points while on the road as well as the time that had already elapsed, it was clear that the '46 would not complete the tour. Because Jerry's Ford was nearby, Steve P. called Dave Blum and Bill Selley called Hank Amster to see about storing the car there over the weekend. Hank A. made arrangements to have the car stored at Jerry's. Bill T. and Bill Selley stayed behind and the rest of the crew went to Starbucks.



Ken immediately went to Plan B and decided that we should have lunch at the nearby Quiznos (it was now noon) and that we would fore go the scenic route that morning, instead going directly to the Gettysburg Battlefield Visitor's Center. When we got to the Visitor's Center, we went past the first parking lot, which was full, we went past the second parking lot, which was full and went to the third parking lot, which was full almost. I think Ken was sweating as he considered options but he found two empty rows at the back of the lot. The new Visitor's Center was really popular and we soon found out why! *(continued on page 4)* [\[Cyclorama shown below\]](#)



Lebkicker Tour 2008 *(continued)*

We bought tickets and saw the movie *A New Birth of Freedom* narrated by Morgan Freeman. Liz remarked afterwards, that it was the first time she appreciated how much the issue of new States and whether they would be free or slave precipitated the Civil War. The two Bills caught up with us there. They told us that the '46 was safely stored at Jerry's Ford and that one of the employees recognized it as Blum's car and said he would try to work on it that weekend.

Next, most of us went to the Cyclorama, which had just opened the previous month. The Cyclorama, which shows Pickett's Charge on the final day of the battle, was spectacular on several levels. First, just the sheer size and quality of the 360° painting made it look almost 3-D. Second, the subject matter was epic. There was so much going on that you could have spent hours studying it. Finally, in 1884 when it was painted, it was the technological equivalent of a big screen HD TV today. It must have been mind blowing. No wonder many veterans of the battle wept when they first saw it. After the Cyclorama, most went to the museum, which was also well done and extensive. Overall, you could not fail to appreciate the hardships that the soldiers endured.

We continued to the Quality Inn, a short distance into town, where the rooms were clean and large. (For all but the Dubois, the rooms were also warm. Our hearty Vermonters got a little taste of winter until their heating system was fixed the next day.) We had a relaxed dinner in a private room at The Pike Restaurant, where the food was good and the service, supplied by a lone, young, energetic waitress, who was a moonlighting, special ed. school teacher, was also good.



It rained overnight. After a continental breakfast at the motel, we found that John Sweet had joined us and we drove to Woodgraining Specialists in Littlestown, after a twenty-minute drive. The '51 and the '53 made the trek but the '34 and '41 stayed enshrouded in plastic at the motel. At Woodgraining Specialists, we were joined by John Ryan and Cliff & Sandra Green. We were greeted there by Ron

Hedges, who introduced us to his son, Dan. Their facility was (here's that word again) spectacular! The front part contained a show room of kitchens featuring their cabinets, which was more than a little distracting to the wives. The back part of the facility featured dashboard examples of their woodgraining prowess, which (to be fair) was more than a little distracting to the guys. The dashboards were truly works of art.



In the shops, Dan talked to us about the woodgraining process. He had a Model A dash with five sections showing the process: the first was bare metal; the second was primed; the second was primed with a sandable primer; the third had base coat; the fourth had inked on woodgrain; and the final section had a clearcoat finish. He also had a Chevy wagon that many of us had seen at Hershey with one side having woodgrained panels and the other side showing its original, unrestored state, complete with pitting and body rot.



Dan showed us his collection of plates with different wood patterns, some of which were plastic and some were metal, costing as much as \$200. He mixed up some ink, coated a plate and then used a roller to transfer the woodgrain pattern to a dash that already had the base coat. *(continued on page 5)*

Lebkicker Tour 2008 *(continued)*



Using an artist's brush, Dan demonstrated how he could touch up and blend the grain from different roller strips. John S. was so taken, he received a quick lesson and rolled some woodgrain under Dan's careful instruction.----->>

Ken presented Dan and Ron with a framed photograph scanned from a Loren Sorenson book that showed that the process they were using was identical with the process used on the early Ford V8's. Both were highly appreciative of the gift and we were all highly appreciative of the tour they gave us.



During the two and a half hour visit, it had begun to rain in earnest. We dashed to our cars and drove a short distance to the Hillcrest Restaurant. We all had a good lunch and more than a few sampled the pies for which the restaurant is famous. John Ryan and the Greens departed but the group continued on back to Gettysburg for a free afternoon.

Many took the battlefield driving tour, some with the aid of narration from a purchased CD and others by dashing out in the rain to read strategically placed bronze plaques. Rumor has it that some escaped the rain and went back to the motel to enjoy a college football game or a quick nap. Patty & I

had hired a guide to walk the likely path that one of my great-great grandfathers had taken during Pickett's Charge. We met our guide at the Center. After agreeing that we really were foolish enough to walk in the downpour, we drove to the site of Pickett's Charge. We enjoyed our guide's narration and learned a lot as we walked through the field, scrambled over the rail fence on Emmitsburg Pike and climbed the final slope to the Angle, the high-water mark of the Confederacy. It was a moving experience and I'm glad we did it (even in the rain).

Those who needed to, dried off at the motel. Then, since the rain had stopped, the entire group walked to the restaurant, Dobbins House Tavern, a couple of blocks from the motel. The restaurant is in the oldest building in



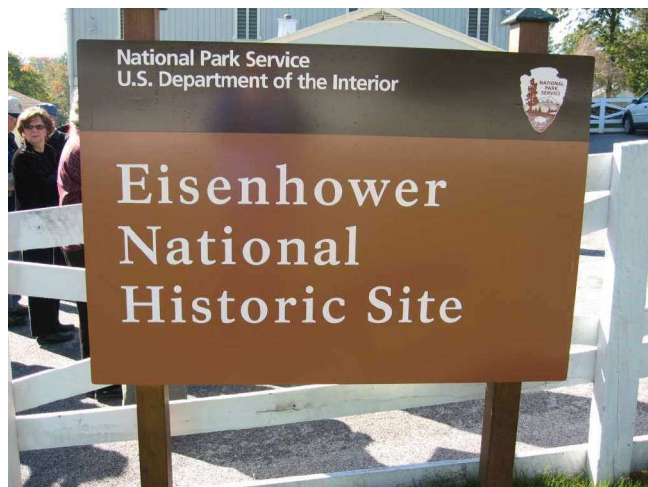
Gettysburg, having been built in 1776, and was furnished in the Colonial Period. Again we had a private room and the twenty of us had a great and satisfying meal, complete with candlelight ambiance. After the meal, Ken gave a brief description of Dick Lebkicker, the Lebkicker Tour and Award. He then announced this year's winner of the Award.



Lebkicker Tour 2008 *(continued)*

It was Ken Burns, himself! In accepting the award, Ken spoke from the heart about what the NVRG meant to him and Helen, describing the NVRG as being part of his family. Well said, Ken, and congratulations for a well deserved award! In addition to helping organize and lead the Lebkicker Tour, Ken has transformed the NVRG website into a remarkable resource and still finds time to organize and produce the NVRG calendar.

After the dinner, John Sweet departed for the trip back to Virginia. But several of the group were unwilling to let the evening end and retired to the Reliance Mine Saloon, a lounge located on the grounds of the motel for a pitcher of beer or other libations.



The next morning dawned bright and crisp. The Helms departed for Virginia, the Piepers went shopping and the remainder of the group drove to the Visitor's Center to catch the tour of the Eisenhower Farm. The Eisenhowers had purchased the 189-acre farm in 1950 for the high price of \$79K. As the guide said, they saw them coming. It was extensively renovated because the Eisenhowers intended to retire there, having no idea that he would run and be elected



President. Many foreign dignitaries were entertained there, including Nehru, Krushchev, de Gaulle and (somewhat reluctantly on Ike's part) Gen. Montgomery. Mamie Eisenhower said it was their only home. We were able to tour the house (which contains many of Ike's paintings), the barns (where they raised prize-winning Angus cattle) and the grounds (which contain a PGA-donated putting green and a skeet range). There was also a bookstore and visitor's center, which contained memorabilia and a film of Ike's life. After lunch back at the Visitor's Center, we fueled up and took the uneventful trip home.

What a trip! Interesting tour in that so many people came and went as the weekend progressed. What a great group of folks to travel with! I'm sure the conversations on the ride home recapped many of the enjoyable experiences of the weekend. I know the conversations that Patty & I had sure did.

Armed Forces Retirement Home Tour

From Clem Clement

Fellow Clubbers, Text below is from Karen Bush of the Model A Club about the Armed Forces Retirement Home Show, Oct 5 2008.

*Text excerpted from Karen Bush -
Connecting the Generations*

"October 5th, was the 51st annual car show at the Armed Forces Retirement Home in DC. It was a gorgeous day for a car show - morning mistburned off to cloudless blue skies - and plenty of cars and their drivers came out to visit with one another and the residents of this home for our aging veterans."

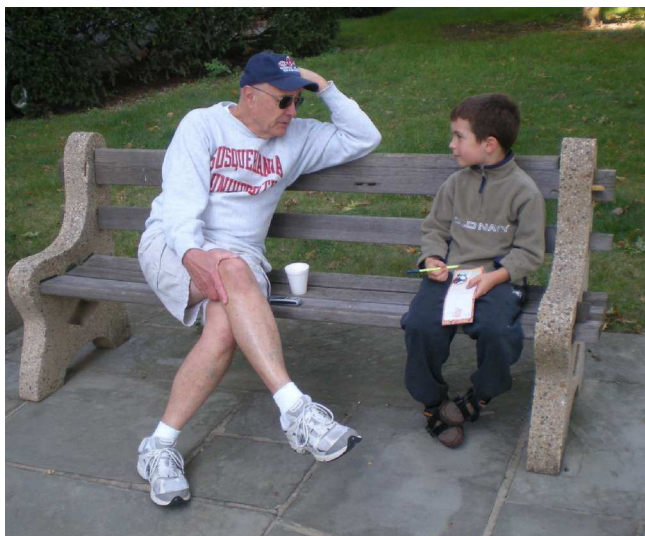
"In the September newsletter for our Model A club, Clem stated something like, "If I were limited to one event per year, this would be it." Those are direct and challenging words from a man who travels near and far to enjoy his many hobbies. So, I took him at his word, and since Frankie (my '31 Fordor) really hasn't had many outings (other than Sully back in June), I decided to forego other Sunday morning plans and head for the show." *(to page 7)*



Armed Forces Retirement Home Tour (continued)

"At first, only my younger two (10 and 7) were going to join me. And the condition the 10 year old put on me was "only if we can get to my softball pitching clinic in time." Knowing that would cut our time short, I decided that we'd just take her softball equipment with us and head straight for the practice if time got too tight. Jack brought a pad and pencil, and worked on his interview questions. He planned to interview some of the veterans, to learn about their experiences, which wars/battles they had fought in, and any special memories they wanted to share with a 7 year-old wanna-be Marine."

"At one point, I came upon Clem talking with a man I'd not met before. Mr. Ken Burns, attending the show with his '40 Woody (I hope I got that right), was reminiscing with Clem about their tours of Vietnam. Mr. Burns was a rescue helicopter pilot in Vietnam. They seemed nonplussed when I accidentally interrupted their conversation. When I learned what Mr. Burns's job had been, I asked him if he would talk with my son, Jack, who in the last year has focused all his library reading on military vehicles of all kinds, helicopters in particular."



The retired Navy rescue pilot and a next-generation Marine sorting it all out.

"Ken kindly agreed, and right then Jack came by. The two took up residence on a bench right near Frankie, and for the next 20 minutes or so, Jack sat with Mr. Burns and learned all about flying helicopters. At the end, I took a look at his notepad - it was blank - their conversation had been all-consuming and the amateur interviewer hadn't had a chance to scratch down any notes."

"After the Model T assembly in 9.6 minutes, after about 6 more pastries and juice cups, and after the parade of cars through the grounds and past the infirmary with the veterans waving from their wheelchairs, we followed a

small caravan back through DC, the Rock Creek Parkway, and across the Teddy Roosevelt Bridge. The kids and I peeled off on our exit and putt-putted our way home."



"On the way, I asked Jack what he had learned from Mr. Burns. He sighed, and told me quietly, "Oh, Mom, I learned so much, it's hard to remember it all." (Later that night he drew several pictures of helicopters on rescue missions, so I think he's still processing what he learned.) "

"Driving along, I understood why it had felt so important to me that we go to this event. All of us, including Frankie, had a wonderful excursion on a gorgeous fall day. But it was more than a nice outing. My children and I had connected with people who we don't normally run into during our controlled chaotic life. We provided the veterans a chance to see cars from their pasts, but also to tell their stories to those who might listen. And they provided us with a bridge to understand that history isn't just dates and facts - it's all about people."





Armed Forces Retirement Home - Washington

3700 North Capitol Street, N.W.
Washington, D.C. 20011

September 22, 2008

Mr. Dave Gunnarson, President
Northern Virginia Regional Group
Early Ford V8 Club of America
10707 Ellies Court
Fairfax Station, VA 22039

Dear Mr. Gunnarson:

This letter of thanks is for the donation received recently in the amount of \$300.00 for the 2008 Antique Auto Assembly. Refreshments will be purchased for the car registrants and our residents. This year's event will be held on October 5, 2008. Your continued assistance and involvement with this event is greatly appreciated and means a great deal to our Veterans and their guests attending this Auto Assembly.

The Early Ford V8 Club of America has been apart of our car show for many years and we look forward to having your support for many more years to come.

On behalf of the residents and staff, please accept our heartfelt thanks and appreciation for the support your organization and you personally provide for our deserving Veterans.

Sincerely,

David R. Watkins
AFRH Director

V8 Email

'49 Clock Repair - from Bill Simons

I discovered that my dashboard clock in my '49 did not work so I called two of the clock repair advertisers listed in Hemmings. Each wanted \$250 as a minimum just to look at the clock. I got a lead from Shoebox Ford Parts recommending a clock repair man in Payson, Arizona. I sent him my clock on October 3 and received it back on October 15, and as it only needed cleaning and oiling the bill was \$35 plus \$5 for postage. His name is John Gooch and he is also restoring a '49 tudor coupe and just joined the national V-8 club. His address is: 304 West Corral Drive, Payson AZ 85547. Phone 928-468-1036. Needless to say, I was very satisfied with the price and service.

NVRG 2009 Calendar - from Ken Burns It's time to order your 2009 NVRG calendar featuring 12 of your fellow club members vehicles. Still no repeats of previously

featured vehicles! They're only \$15 each. We're printing 100 this year and they're being sold on a first come-first served basis. I'll have them at the November monthly meeting and at the December Holiday Gala. If you aren't able to attend either event I can mail them to you for \$5.





HERSHEY HAPPINESS

Selected thoughts from Clem Clement

We sit in small groups and yet merged as one across 100s of acres of now-paved sacred mud of Hershey. (It is not true that this mud comes from the bottom of the chocolate vats) But it is/was sacred and will be in my memory forever, and my socks as well. Hershey mud is hiding under asphalt now; but it feels the cars and the sights and sounds of Hershey happiness above. We enjoy each others company in one huge fraternity of lovers of old steel and plastic. Boyhood/Girlhood dreams and styles. (It was so hard for me to realize that the kind of girl I really wanted did not care about skirts on my nosed hot rod Merc.) Talk is about friends and feelings. Not current news. When a passerby spoke of our failed leadership, the war, the election/economy we non-politely ignore them. Hershey is about friendship and our hobbies/obsessions. Ebay has taken its cruel toll in material things, but will never replace this tent city and our stories.

The Miracle: Early in the week one of our neighbors, an 84 year old vendor from Ohio, felt chest pains as he opened up his booth. He was rushed to the hospital and got checked over. Tests indicated he needed some heart and plumbing work. He was back late in the day. On Thursday the hospital said that they could fit him in, so he took lunch off and had his system fixed. No stint but some corrective procedures were successfully completed. He was back vending by 4 pm and buying treasures in my booth by 5PM. Thus a miracle occurred: Vending at Hershey in the morning, a siesta and a heart fix mid day and back vending by early evening. (Oh, and his Mrs continued selling during the mid day.) They also

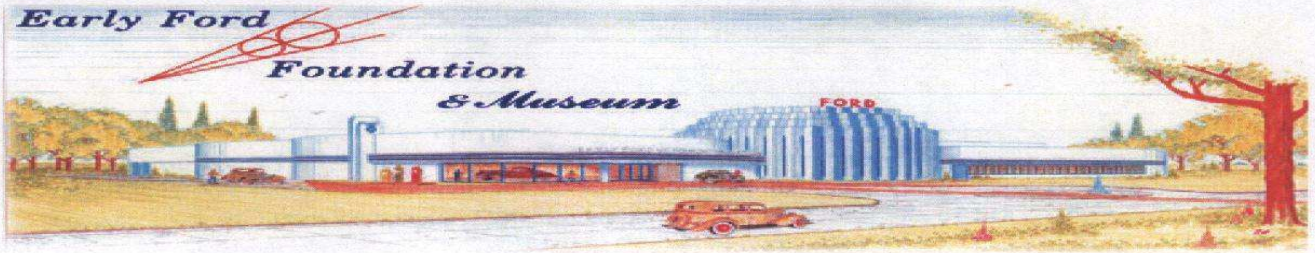


decided to stay on as there was a great flea market Sunday and Monday that they wanted to visit. Off to Ohio on Tuesday. Golly what a wonderful event. Why can't we work together like that throughout the world instead of fighting and fussing?

I sauntered thru the car corral late tonite. Always sad as the beautiful steeds, now rejected, preen for their potential new owners. A Diablo suffering from the early dew fall (probably the first dampness it has seen in 40 years.) Next to it is a Model AA work truck. She is parked proudly and erect. Probably has only been inside for 20 years or so and loves the night air. Funny a Alfa Romeo Giavoioana (Sp?) is carefully covered under a tent while next to it is a damp Jag purported to be one of Sterling Moss'. A strange mix next: A lordly Packard next to a Model A. Four MG's staring down a Ford glass-topper. The prevailing price was \$39 K for many cars and \$68K for others. Telephone pole numbers! I saw only three sold signs during my bike ride. A 40 Ford Pickup, a 40 convert and sumthin else. They say sales were down. The auction on the Giant Center let outearily as they were so few cars for Thursday evening. Hopefully better on Friday nite.

One of my favorite idle-time hobbies is to read people's hats words to them. You would be amazed as how many do not know what their hat sez; let alone what their shirt sez. I wonder who dressed them? I'm quick to thank those with Service-related hats for their service.

We are all better for our time in the tent city of Hershey and we, together, will pull thru all this world turmoil. I am so glad to have seen and hugged so many of you friends this past week. Friends, loves, lies, and life were thoroughly discussed/exercised/improved at Hershey. See ya next fall on the hallowed grounds of AACA Hershey.



PO Box 284, 2181 General Doolittle Dr. Auburn, Indiana 46706

From the desk of

William N. Tindall
8705 Royal Birkdale Drive
Chesterfield VA 23832

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(emeritus)

David Gunnarson, President
Northern Virginia Regional Group
Early Ford V-8 Club of America
10707 Ellies Court
Fairfax Station, VA 22039-1876

October 15, 2008.

Dear David:

Please accept the sincerest of thanks from the members, trustees, and myself for the generous gift of \$4800 from the Northern Virginia Regional Group. You have provided the Early Ford V-8 Foundation a kind contribution that will help greatly in the completion of the Early Ford V-8 Foundation Museum in Auburn IN. It is only through the efforts of understanding hobbyists like your members that we will be able to complete our mission of preserving early Ford history in the context of educating Americans about automotive transportation in simpler times

The large display check that you brought to Hershey will be displayed inside the new Early Ford V-8 Foundation Museum in Auburn IN. In addition we will publish a photo in our Foundation Newsletter, Web Site, and I will submit an article to the V-8 Times.

On a personal note, I wish you and all your traveling members could find time next year to attend the Central National Meet of the Early Ford V-8 Club of America. It will be held in Auburn (August 26-Sept 1, 2009) and feature the new Early Ford V-8 Museum. This would also be a good time for the Early Ford V-8 Foundation trustees and members to shake your hands and say, "thank you " and show you what your gift has helped to build. In the meantime, know that you have the gratitude of all of us associated with the Early Ford V-8 Foundation

Sincerely,

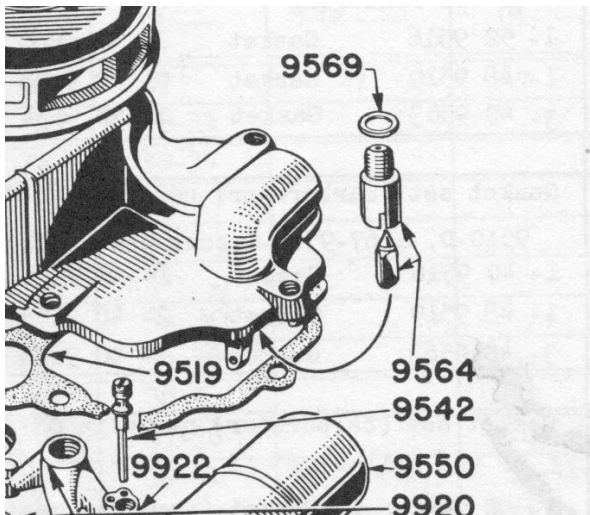
Bill Tindall, President



TECH TIP

by Cliff Green

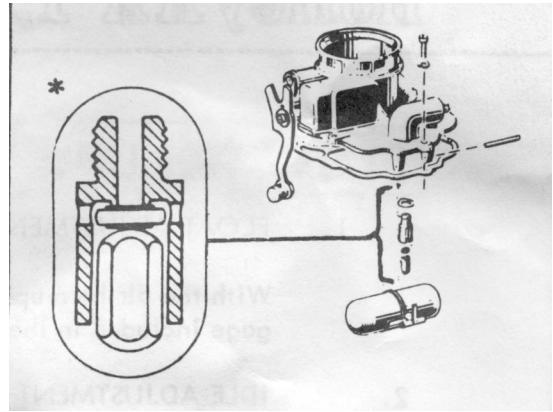
I have discovered a new attack by ethanol gasoline! In the Holley (Chandler-Groves) carburetor that is used from late 1938 thru 1953, the float pushes up a brass needle (#9564) to seat in the inlet to regulate/shut off the fuel. This prevents the gas from overflowing the bowl. Now in the rebuild kits, the entire needle and seat is one unit. The float pushes up on a plunger that has a rubber/neoprene seat that regulates the fuel from the pump and shuts off the fuel when the engine is stopped to prevent the gas line expansion to flood the engine. (This is the reason that the fuel pump should not exceed 3 1/2 psi, as it would override the inlet valve.) Ethanol will attack this seal. When this seal is compromised, too much gas fills the bowl and the carb vacuum sucks fuel by the gasket. Your first indication will be a rough runner that eventually quits from being too rich. The temporary fix is to hit the carb on the side with a few strokes of a wooden screw driver to free up the float and valve. It is necessary to floor the accelerator while cranking to get more air into the mixture to get it started again. When it happens again, you knew that something is wrong, especially when the fuel pours out of the gaskets when the car is shut off.



I replaced the valve and seat assembly with a new one and the problem was solved. The best solution is to go back to the brass needle like the original. Or, it would be a good idea to carry a new inlet valve seat assembly in your tool box.

I checked the spark plugs and they were black from running too rich. I sandblasted them and checked the gap. Now, the carb mixture adjustment screws were not effecting the rough idle. I took the car out for a drive and wound it up to 50 in second gear a few times, and voila! cleaned out all the carbon. Good as new will idle down to nothing!

Speaking of idle adjustment use a vacuum gauge and adjust each side to get the highest reading and back off 1/4 inch. Readjust the rpm. The needle should be steady.



If the idle adjustment screws do not make any difference screwing them in and out, then the power valve gasket in the bottom of the bowl is leaking. Replace with proper size gasket and tighten firmly. (no such valve in Stromberg 97 s) Another clue that the power valve is leaking, is that the bowl empties after a week or two or less! The car should start right away after 5-6 or more weeks of sitting. No electric fuel pump necessary!!

Tool Request

by Dave Gunnarson

Does anyone have a 9/16"-18 tap that I could gently use to spare me the expense of buying a one-time only use tool? This is the thread size for the brake and clutch pedal pad bolt where it connects to the pedal arms. There is a burr in the threads of the arm holes and need to clean them up so the pads will screw in properly. I've tried a few bush-league attempts to clean the thread up with no success and re-learned the lesson that there's no substitute for the correct tool. There's no rush as this is a low priority project.

Thanks to a bit of detective work by NVRG member Bill Selley, he indicated the correct tap size of 9/16" - 18 for brake and clutch pedal pads. This is just out of the range of regular tap and die sets, and even the machine shop at work didn't have one. If there is anyone out there who is willing to lend me one I can borrow for just a simple thread cleaning, I'd be most appreciative.

Wanted

'32 or '33-'34 original radiator brace rods, '33-'34 closed car outside door handles, '32 - '34 trunk or rumble lid handle, '32 - '34 front spring mounting hardware (U-bolts, plate, crank support), any 28 - 40 rear spring mounting hardware, '32 wishbone, '32 bumpers, '32 pitman arm. John Ryan 703-281-9686 or 301-469-7328 john@ryanweb.com

15 x 6 Ford Wheels with 4" backspace for use on 1960's vehicle. Please contact Mark Luposello at 703-356-3764 or drspracer@gmail.com

For Sale

Optima battery in a Ford Script case, fully enclosed, new never used from C&G, dimensions are 10 X 7 X8 1/4 fits years '40-'48. **Aluminum intake**, clean, excellent condition, correct for years 37-39. **Temp gauge assembly**, new reproduction, still in the box, correct for '35-'36. Contact Rob Doudrick at 540 351-6049, or at doudrick3@msn.com

More V8 Email

Bob Belsley writes "Interesting auto parts site. Maybe others are familiar with it. <http://www.rockauto.com>

Jim McDaniel seeks advice "V8'ers - It's time for me to have the oil changed on my '51 and get it ready for its winter slumber.

We had some good conversations recently about oil and what is good and not good for the old flatheads. I can go back and pull out the codes that were identified, but I have a question on synthetic oils. This was mentioned at our meeting, but frankly I don't recall the answer.

I'm considering using synthetic oil in mine. The engine is a recent rebuild (less than a thousand miles), so there should not be much wear in either the engine or the seals. There is currently no leakage from the seals (on the garage floor) and it burns no oil.

Is it OK to use Mobil1 or Amsoil? Any preference in synthetics if they are OK? Thoughts appreciated.

Allen Ponton writes - "This is the progress so far on my '34 3-window, almost at the end of the metal work. Body will be going back on the new floor soon. Thank Goodness. Then to the chassis.



Great American Race Garage Tour 11-8-08

SATURDAY, NOV. 8th--- Al Mason's "ELITE GARAGE TOUR and AL and BARB'S EXPERIENCE in the GREAT AMERICAN RACE" of 1995 LOCATED AT 36702 Paxson Rd. Purcellville, Va. 20132. [PLEASE BRING WIFE OR SIGNIFICANT OTHER.]

AL HAS REQUESTED THAT EVERYONE WHO HAS & CAN, PLEASE DRIVE YOUR ANTIQUE VEHICLE. AL WILL BE DOING A SPECIAL PHOTO SESSION AND KEN BURNS WILL BE DOING " V-8 CALENDAR PICTURES."

We will meet as usual at "Fair Oaks Mall" at 9:00am. Depart and travel west on Rt. 50 with a stop at Gilberts Corner for those who want to meet there at about 10:20am. Then continue north on Rt. 15 approx. 7 miles to left on Harmony Church Rd. Rt.704 and tvl. approx. 5miles to Old Rt 7 or West Colonial Hgw; turn left and travel thru Hamiton Va. Then continue on thru town of Purcellville to a left at 32 nd. st. that becomes Silcott Springs Rd. or Rt. 690. We will proceed approx. 3 miles and at top of hill turn left on Paxson Rd. This is a gravel road. Proceed about 1/5 mile turn left on Mason lane. Drive past house. to Al's GARAGE. YOU ARE THERE. Lets park & align all ANTIQUE VEHICLES upon arrival as it will save time later.

Don't forget We will be returning to Purcellville and going to Magnolia's Rest after the Garage Tour. PLEASE, ACKNOWLEDGE A HEAD COUNT FOR GARAGE TOUR & IF YOUR GOING TO RESTAURANT. FOR LUNCH "ASAP" TO : Leo Cummings @ 703-866-9707 OR E-MAIL: RPMLHC@AOL.COM See you there!

It is Dues Time Once Again

Please submit \$15 made out to
Northern Virginia Regional Group

and mail to:

**Jim McDaniel, 7112 Ayers Meadow Lane,
Springfield, VA 22150**

You must belong to the National to be a member of any RG

Please include a note with your Name(s) [Including Spouses] and indicate your address, City/State/ Zip, Telephone, and Email address, particularly if these have changed during this past year.

REMINDER - The November meeting is on WEDNESDAY, November 12 - Program is Fun with your Fords: NVRG Celebrates Its 30th Anniversary.



NVRG Calendar



November

- 8 **NVRG Garage Tour** Visit to Al Mason's fabulous shop in Purcellville - he will tell us about his participation in the Great American Race. View his collection of fine Fords and other makes - Bring your significant other. Meet at Fair Oaks at 9:00 am or at Gilberts Corner at 10:20 am. Lunch at Magnolia's in Purcellville following the shop tour. Drive your V8s for a great photo op! ([Details on page 12](#))
RSVP Leo Cummings: 703-866-9707 or email RPMLHC@AOL.COM
- 12 **Membership Meeting - 7:00 pm** - Nottaway Park - **PLEASE NOTE THAT THE MEETING IS ON A WEDNESDAY THIS MONTH** - **Program:** Fun with your Ford: NVRG Celebrates Its 30th Anniversary featuring Charter Members and other NVRG luminaries. **Refreshments:** Jim LaBaugh
- 25 NVRG Board of Directors meeting - 7:30 pm @ Oakton Library

December

- 6 **NVRG Annual Holiday Gala** - Country Club of Fairfax - Cocktails at 6:00 - Dinner at 7:00 - only \$40 a head (NVRG subsidizes the rest) - bring a gift to participate in our annual gift exchange - RSVP to Sandra Green - 703-426-2662 or sandragreen@cox.net - your deposit secures your reservation

No membership or Board meeting this month

NVRG HOLIDAY GALA

December 6th - Country club of Fairfax - cocktails at 6 pm

Dress - coat & tie

\$40 per person - attendance limited to 60

Menu Selections:

Eight ounce filet Mignon topped with Sauce Bordelaise, served with Gruyere Scalloped Potatoes

Brest of Chicken topped with Lump Crab Meat, served with Rice Pilaf

Vegetable Napoleon with Marinara Sauce

Salad of the Manor and Steamed Asparagus

Desserts-choice of Creme Brulee or Sherbet

To reserve your place, mail your check and entree/dessert choice to Sandra Green at 6214 Militia Ct., Fairfax Station, Va. 22039. Checks are made out to **NVRG**, and received no later than **December 1st**.

Don't forget to bring a wrapped gift if you wish to participate in the gift exchange!



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 November Meeting is on
WEDNESDAY November 12
at 7:00 pm in the historic Hunter
House, located adjacent to the tennis
courts, Nottoway Park, Court House
Road, Vienna, VA



The program - NVRG's 30th



FIRST CLASS MAIL

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