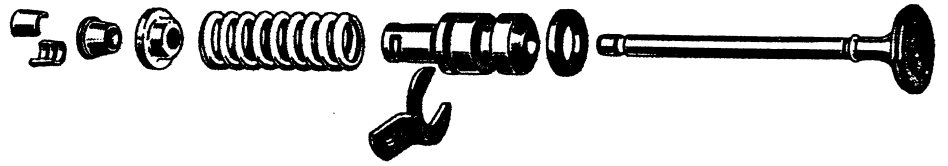




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

www.nvrg.org

Volume XXXI, No. 6

June 2009

Jim LaBaugh Editor

2009 Fairfax Car Show





June 2009

After what seemed like a very wet May, I'm hoping we will get our fair share of sunny driving weather this June. While we saw more clouds than usual this month, we were still able to get out a few times as a club and put some rubber to the road in the V8's. Read on and see reports on the Poker Run and our Annual car show in Fairfax. While I'm on the subject, I would like to recognize **Ken Burns, John Girman, Hank Dubois,** and **John Sweet** for their efforts in setting up another successful Poker Run. And let us not forget **Dave Westrate** for all the many hours of prep work he invests each year along with the rest of the club members who volunteer their time to put on a great show year after year. Thanks to all involved.

The month of June is host to one of my favorite club events of the year. The annual Sully Antique Car Show held at Sully Plantation on Father's Day, June 21st. Pack a picnic lunch and meet us in the shade of the great old Oak trees across from the Woodies. It's a great family event and also a great time to catch up with friends. I can't wait to sample the funnel cakes this year.

Our monthly membership meeting will be moved to **WEDNESDAY JUNE 10** instead of our normal Tuesday meeting. Same time, just a day later. Please mark your calendars accordingly. This month we will be having an old time movie night and spouses and significant others are encouraged to come.

Hope to see you there.

Eric Sumner

Fairfax Car Show

By Eric Sumner

Once again we pulled off another successful car show on what started off as a wet and dreary day. Somehow we managed to get the weather on our side about mid morning and the rest of the show fell in line. On my way to the show, droplets of mist started to accumulate on the windshield of my '46, "This does not look promising" I thought. After arriving I found Armstrong Street only half full and wondered how many more cars were going to show up. But slowly they kept coming, on at a time, rain or not. When all had arrived, the tally was 75 cars. Out of those 75, there was a great selection of beautiful autos from around the world. Some of my favorites were, a three wheeled Morgan with a V Twin motorcycle engine out front for motivation.



Next was a German Military Artillery transport vehicle. It was the size of a golf cart but had motorcycle front steering controls and small tank tracks on the rear, and was rumored to be capable of 60MPH!



Along with all of our Fabulous Fords there was something for everyone. Best of show went to a Model T Ford this year,



Mayor's choice went to the Morgan mentioned previously, and People's choice went to a pink 1956 Ford.



Though we faced a few obstacles in the planning stages, **Dave Westrate** was able to smooth out the bumps and get the show running smooth as a Ford V8. Dave takes on a major role in the planning each year. He's the first one there and the last to leave. Next time you see Dave, give him a pat on the back, its well deserved. All who volunteered their time also deserve kudos as well.



**2009 TROPHY winners
CITY OF FAIRFAX ANTIQUE AUTO
SHOW**

BEST EARLY CAR MOTION PROMOTION

1921 Ford Model T Edward Brandt

**BEST OF THE '30'S BILL WORSHAM STATE FARM
INS. 1933 Packard Sedan Hal Hermann**

**BEST MODEL A QUALITY AUTO BODY, LLC
1930 Sedan Paul Gauthier**

**BEST OF THE '40'S A-MASTER PLUMBING
SERVICES 1941 Lincoln Continental. Don Pauly**

**BEST OF THE '50'S WEBER TIRE
1955 Ford Sunliner John Lieberman**

**BEST OF THE '60'S INTERSTATE VAN LINES
1965 Ford Mustang Jerry Atkins**

**BEST OF THE '70's RUST INSURANCE COMPANY
1972 Pontiac LeMans John Clover**

**BEST CUSTOM BUBBAS RODS & CUSTOMS
1934 Pontiac Coupe Dino Andreatos**

**BEST HOT ROD N. T. ARRINGTON - AUCTIONEER
1936 Chevrolet Buddy Morrisette**

**BEST COMMERCIAL CONNER'S PEST CONTROL
1946 Willys Brandon Girmus**

**BEST FOREIGN PERSONAL TOUCH JEWELERS
1957 Jaguar XK140 Janet Tagnemno**

**BEST FORD PRODUCT DUNBAR ARMORED
1953 Mercury Bob & Jane Helms**

**BEST CHEVROLET HARD TIMES CAFE , FAIRFAX
1960 Chevrolet Carolyn Craig**

**BEST GM PRODUCT MAC S GARAGE, STUARTS
DRAFT, VA 1958 Corvette Ed Sears**

**BEST MOPAR PRODUCT SAFFORD DODGE,
FREDERICKSBURG 1965 Chrysler Scott Dalton**

**BEST PAINT FAIRFAX AUTO PARTS
1955 Chevrolet Hard Top Bob Brown**

**BEST ENGINE SOUTH COUNTY H.S. AUTO CLASS
1956 Canadian P/U Jim Chesley**

**PEOPLES CHOICE CAMPER S TROPHIES
1957 T-Bird Susan & Eric Thorson**

MAYOR'S AWARD CAMPER'S TROPHIES

1933 Morgan Peter Ballard

BEST OF SHOW CAMPER'S TROPHIES

1912 Ford Model T Tim & June Woodward



Poker Run 2009

By John Girman

The NVRG Faithful gathered on May 2 to test their navigation skills, their observational skills and their luck at the annual Poker Run. Ken Burns, Hank Dubois and yours truly had put together a tour that would wind through the hamlets of Arcola, Watson, Aldie, Mountville, Unison, Airmont, Round Hill, Bluemont, and Paris to their final destination in Upperville.

Those participating in vintage cars were Ken & Helen Burns in their '41 Woodie, Cliff & Sandra Green and Dave & Norma Blum in the Green's '40 Woodie, Frankie Martin and Ronnie Sasher (Larrie's brother-in-law) in Frankie's '51 Tudor, and Patty Girman & myself in our '53 Victoria. Those participating in semi-modern cars were Tom Shaw and Brodie Sasher in Tom's '73 Mustang and Hank & Cindy in their '89 Chrysler New Yorker. Modern cars transported John Sweet, Greg Mensinger & Elaine Boomer.

It rained for 30 to 45 minutes near the start of the run but cleared as the run progressed. (You've got to give the Woodie guys credit for going with the joy of touring over the fear of rain.) Participants carefully followed the directions for each of the five legs of the Poker Run. Drivers were continuously chided by navigators and passengers for going too fast, they scanned the countryside to divine answers to the scavenger hunt questions, and drivers sometimes paid the price for excessive speed when they had to backtrack to find an elusive answer.

John Sweet ran a well stocked refreshment stand at the second check point. He even had a table set with a table cloth! (John, you've obviously been hanging out with the Lincoln guys too long.)

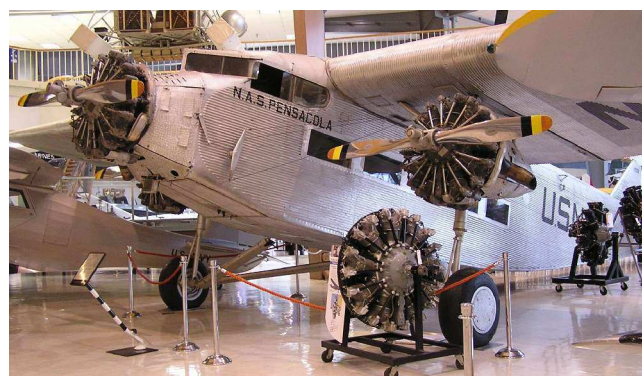


The Virginia countryside displayed its full springtime beauty throughout the tour but, for Patty and me, the high point of the tour was the 10 mile drive along Blueridge Mountain Road where redbuds in full bloom provided nearly continuous purple drapery along both sides of the road.

The final destination of the Poker Run was the Hunter's Head Tavern in Upperville, where we had a private upstairs room. After a great meal from their varied menu, Ken went over the answers to the scavenger hunt questions and everyone scored their answers. Ronnie finished first and the Blums and Greens tied for second. When the poker hands had been played, Helen had the high hand, Elaine had the second high hand and John S. finished third. It was a good conclusion to a fine day of touring in our old Fords.

V8 Email from Ken Burns

Helen and I just got back from a Navy reunion in Pensacola, Florida. While there we visited the Naval Aviation Museum and found Ford well represented among the displays. We thought you could use the following for the Valve Clatter. The Deluxe Tudor is part of the WW II home front exhibit complete with a War Bonds raffle poster. There's also a Ford Tri- Motor on display - I really like the painted prop tips, sort of unusual. I never knew that the Navy bought any Tri-Motors. If you're interested in more info go to: <http://www.navalaviationmuseum.org/>.



* AN AFTERNOON WITH S. L. ROSS *

by Cliff Green

Colonel S. L. Ross, (USAF Retired), became interested in Early Ford V8s in 1976. His interest prior to that was with Austen-Healy's, Alpha-Romeos and such. A Washington Post ad listed an A-H out in Manassas which peaked his interest. The car was not right for him, but the owner showed him a '40 Ford Convertible in a trailer. Even though the car had no engine and had been mildly hot rodded, S. L. could see the possibilities and bought the car from Tommy Arrington, (Deceased past NVRG president).



While in the Air Force, Col. Ross flew most of the WWII fighters including the P-39, P-40, P-38, P-47 and the P-51. S.L. served in Korea war flying combat missions in the F-51 Mustang. Later, the USAF sent him off to school for an Aeronautical Engineering Degree. He then served with an experimental division, studying the application of a nuclear power plant in an aircraft!

Having been retired one year and with a 1940 Ford project in hand, S.L. took a welding course at Ft. Belvoir before tackling the car. He completely restored the car and what he could not do he taught himself, even tackling sewing and installing the upholstery! There were no Le Barron Bonney kits at the time. He became a early member of the National Capital Group to increase his knowledge of the EFV8 and served as treasurer for many years. He completed the car in time for the 1974 Eastern National Meet in Kensington, MD. S.L. joined the NVRG soon after its formation.

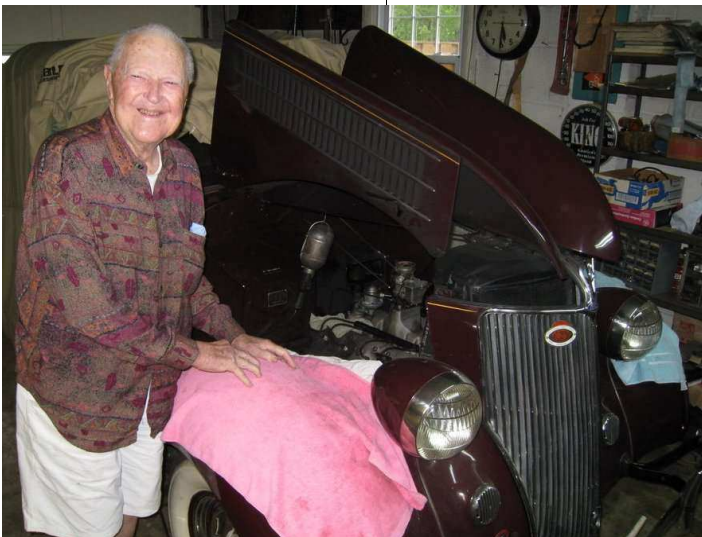
The Como Blue color that he chose for the 40 was controversial a light

metallic blue color that was arguably introduced as a S pring Color . S. L. carried around the Ford letter to the dealers that authenticated the color as being correct. He eventually sold the car to club member Bill Vincent who showed it for years. After his death, the car was sold to Ron Stoffer in Ohio, who repainted it Maroon.

His next project was the 1936 Convertible Sedan again doing all the work. He showed the car at our 1987 Eastern National Meet where it was awarded a Dearborn, and again at our 2007 Eastern National Meet. It is also a senior AACA winner. This maroon beauty will go to his daughter who was taken in it to church to be married!

He bought a low mileage '36 coupe that he refurbished and later sold. His biggest project was the '48 Lincoln Continental Convertible. He did all of the restoration work again except the upholstery and top, which was done by the Lincoln Guru, Jim Rolls, in Ohio. We have seen this car many times at our annual Fairfax show.

His other cars include a '48 Lincoln Continental Coupe and a Lincoln Continental Mark III that he bought from club member Jack Pixley (deceased). A 1970 Mercedes-Benz coupe rounds out his stable.



S. L. had a scare last month while starting the '36. There was a flash under the hood! Apparently, fuel was pouring out the gaskets of the fuel bowl as the inlet valve was stuck open. A rag ignited that was lying on top of the manifold. He was able to stop the engine by covering the top of the carburetor. He then brushed the flaming rag off the back of the manifold on to the floor. It continued to burn on the garage floor and was hot enough to scorch the paint on the side of the front fender!! (Continued on page 7)

AN AFTERNOON WITH S. L. ROSS

(continued)

He then stomped the flames out. S. L. said he was lucky that he did not burn the car up or the house for that matter! He found the ignition source as an arcing #4 spark plug wire.

Col. Ross can no longer see enough to read or watch TV. He listens to books on tape and occasionally goes out and starts up the cars. His son Steve does minor mechanical work, like replacing grease seals and rebuilding carburetors, with S. L. coaching. He now has bone cancer and has been taking chemo for the past eight months.

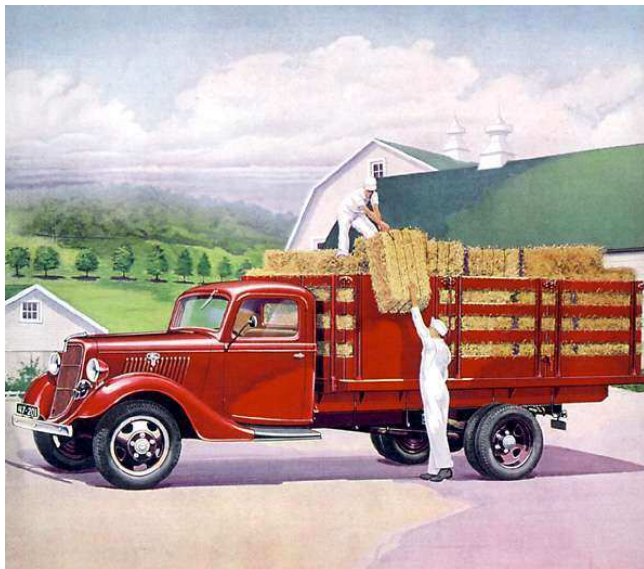
S. L. Ross has a wealth of V8 knowledge and has written many tech tips for the VC in prior years. He has been a valuable member of the NVRG and it was a pleasure to spend an afternoon with him. He will be 88 in October!

My First Flathead Experience

By Dave Gunnarson

I was born three years after the last flathead rolled off the assembly line and for some reason my parents never owned a Ford and in my early adulthood, neither did I, so I come to my association with the early Ford V8 a bit later in time than some other club members. I got my start with the early Ford V8's because I liked the styling of '35 and '36 Ford trucks and there were plenty of them produced, so there's a chance that parts are available.

My first experience with a flathead is one I've never driven and is in what seems like a million pieces scattered throughout my garage, basement and attic; my 1935 truck.



My first true experience with a flathead, and one I will never forget, came on January 25, 2003. I recall the date well because the January tour for 2003 was to visit with Ken Gross to see his garage and wonderful collection of early Ford V8 vehicles and intake manifolds in Hamilton, Virginia. On that morning a good-sized crowd assembled in the cold morning air at the usual gathering spot at Fair Oaks Mall parking lot. Everyone left their early Ford V8 behind on that cold day except for one; that car was a 1935 three-window coupe owned and driven by Charlie Morrison. When it came time to depart and jump into cars to share rides, Charlie asked if I'd like to ride with him in his '35. I was surprised and jumped at the chance, got into the passenger seat and, for the first time, was cruising in style.

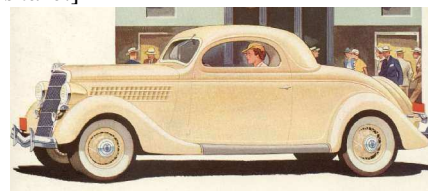
Charlie's car didn't have a heater and the outside temp was in the 20's. I was dressed for travel in a modern car with heat, so needless to say, my core body temperature quickly dropped a few degrees. We traveled west on Route 50 and it was fun to see people take notice of the car, then point, wave or give a thumbs up sign. Once we were on the backcountry two-lane roads, the sun had climbed up a bit, the sky was a beautiful winter blue and Charlie smoothly steered us through the turns and hills of the country roads.

Getting to Ken's house this way was a real treat for me, I'll never forget it. Going back to Fair Oaks after a great tour of Ken's garage was just as fun.

As those of you who knew Charlie, he regaled me in stories and colorful banter for the entire trip. Even though he has been gone for a few years, I still have many fond memories of Charlie and his car. I especially enjoyed his 1935 mobile phone.

Now, five years after that first ride, I'm still working to get my truck back on the road so I can return the favor some day to potential future club members who are even more removed than I from the days when early Fords roamed the streets as part of everyday life. It's been said so many times, but it's really true, the spirit of the club lives on only when we use and travel in our early Ford V8's.

[Editor's note – I encourage you all to share your first flathead experience with the membership by writing about it and sending it into the Valve Clatter. It would be great if this became a regular feature on these pages. Among the other 108 member of the club surely there are more great stories to share.]



Ladies Ford News

Dorothy Dignam's column in the January 1938 issue of Ford News was "A Chat with Women Drivers - The Turning Point." Her advice still resonates today with all drivers. (Artwork from the January 1938 column)

"How to turn a corner seems too simple for words! Actually, every corner should be a Zone of Caution.

Don't decide on the spur of the moment to 'turn here.' Women are rather apt to do this . . . sometimes we even start to turn, then change our minds and go on in our original direction! Unless we're alone on the Great Plains, it's safest to determine where we will turn, then start one or two blocks back to get into position. If the driver behind you sees you working over into another lane, he has a forewarning of what's coming.

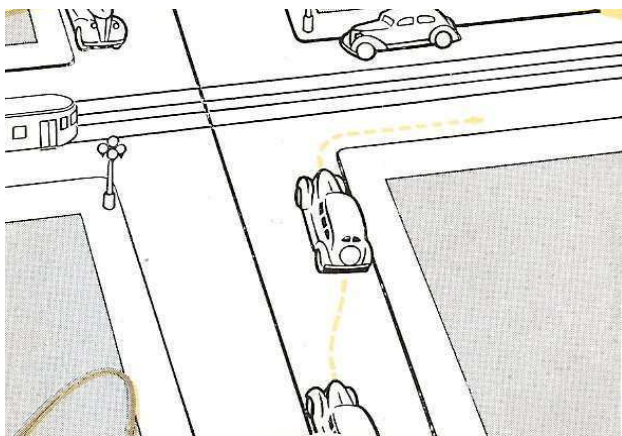
Begin slowing down a half block from the intersection and don't wait until you're on the bend to apply your brakes and signal!

Before you actually turn, consider

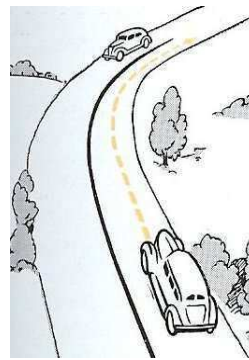
- traffic in all directions*
- pedestrians crossing or about to cross*
- the cars directly behind and ahead of you*
- a parked car or other possibility some place around the bend*

RIGHT AND LEFT TURNS

Right turns, as a rule, demand that you keep close to the right curb and make a fairly sharp curve. Left turns involve more traffic hazards because of 'cutting across' the other line of cars; but if you're in line for a left turn (toward center of road) you can make a fairly wide curve that will bring you into the right line of traffic on the new street. Sometimes it is necessary to pick up a little speed, cautiously, to 'get yourself across.'



THE BEND IN THE ROAD



On Country highways, where 'curves ahead' are marked for us, we are less likely to slacken speed and be ready for an emergency. Remember, however, that many conditions can exist which the road sign doesn't foretell. Why not take for your safety-slogan - 'steamboat round the bend.' Then you're prepared for anything!

TURNING THE CAR AROUND

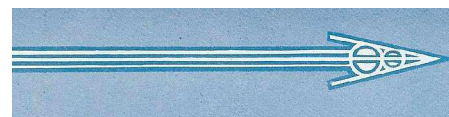
Let's be honest! You know any number of women who will travel blocks out of their way, at added expense for gas and oil, rather than turn their cars around! Why don't we practice and conquer this phase of driving? The narrower the street, the more essential it is to turn our wheels as far as they'll go before putting the car in motion. This reduces the turning we have to do while the car is moving. the greater leverage in the steering mechanism of the 1938 Ford will be appreciated by every woman driver. For years, turning a car sharply has necessitated a woman's tugging full-force on the steering wheel. But turning around in a narrow street or backing sharply into a short parking space will not be hard in your new Ford. The steering gear is so designed that the 'work' formerly required in turning is entirely eliminated."

Parts For Sale:

1937 Ford gear shift knob – V-8 symbol visible \$35.00
Two 1934, 1935, or 1936 Ford water pumps \$95.00
Bill Payne, Madison, NC (336)-548-6630
wpayne14@triad.rr.com

Tech Tip

The following is from the Valve Clatter Archives from October, 1979. Bill Dryer was the author – "Ford V-8 Distributor Vacuum Brake Adjustment. Vacuum brake should be adjusted so that with no vacuum to raise the plunger the centrifugal force of the spark advance weights will overcome the brake drag and distributor will state to advance at between 800 to 900 engine rpm."



V8 Email *(letters from England)*

The attached photos are from our Club Stand at the recent Basingstoke Hampshire England Transport Festival. When you export your car to England you may wonder what becomes of them. Well there are a few ex USA cars here that are still alive and well and being maintained by RG 127 enthusiasts. All the best. *Chris Sanders*, President EFV8 RG 127 *also NVRG member.*



Treasurer's Report, by John Ryan

Northern Virginia Regional Group
Early Ford V8 Club of America
Estimated Income and Expenses Year 2009

Item	Estimated Income	Estimated Expense
<u>Membership dues</u>	\$1,575.00	\$0.00
<u>Calendar sales</u>	\$1,345.00	\$370.00
<u>Events</u>		
Poker Run	\$75.00	\$275.00
Fairfax Show	\$1,400.00	\$900.00
Picnic	\$0.00	\$200.00
Lieb kicker Tour	\$0.00	\$0.00
Holiday Party	\$2,000.00	\$2,700.00
<u>Monthly Meetings</u>		
Hunter House rental	\$0.00	\$1,045.00
50/50 proceeds	\$200.00	\$0.00
<u>Newsletter postage</u>	\$0.00	\$168.00
<u>NVRG Items</u>		
Clothing	\$50.00	\$0.00
Name Tags	\$0.00	\$50.00
<u>Special Items</u>		
Member remembrances	\$0.00	\$100.00
Contribution	\$0.00	\$150.00
<u>Website</u> (2 years)	\$0.00	\$170.00
<u>P.O. Box Fee</u>	\$0.00	\$140.00
<u>Miscellaneous</u>		
Supplies	\$0.00	\$50.00
General Postage	\$0.00	\$10.00
Totals	\$6,645.00	\$6,328.00

Notes: Please note that these are estimates, except for the fixed costs of the rental of the Hunter House for the year, the website fee, and our P.O. Box fee. Any income that exceeds expenses for the year is carried over as a balance forward. The contribution is to the Armed Forces Retirement home. The actual statement of operations for the period January 1, 2009 to December 31, 2009 will appear in the February 2010 issue of the Valve Clatter.

Welcome !

Russ Brown
Broad Run, VA
1949 Convertible

Barns Koerner
Sterling, VA
1950 Tudor 6 Cylinder

The 2009 membership list is out for review. Take a moment to look at your information and see if it's current. Send and corrections to Dave Gunnarson at gunnarson@verizon.net, or give Dave a call at 703-425-7708. If you don't have a copy of the 2009 membership list, let Dave know and he will send you one.

For Sale: 1941 Ford Super Deluxe Convertible

Yes, after 21 years of ownership, it's time for the Amstermobile to go to a new home. Its enjoyed all those years of NVRG outings and shows, poker runs, Lebkicker tours, Sully shows and the like. This strong runner is ready to go anywhere at any time. Its original flathead V8 engine is strictly stock except for a conversion coil, and so is the rest of the car if you dont count the dual exhausts, which of course are a necessity for this era vehicle. The car is equipped with fender skirts, fog lights, spotlight, radio, heater (uninstalled), white side walls, and bumper guards front and rear. It also includes the original electric motors for the top mechanism (uninstalled), as well as a bevy of spare parts such as fuel pump, carburetor, distributor, original type coil, and other items too numerous to mention. The car has an auxiliary electric fuel pump that is used only to start it after long periods of rest. The car is ready and anxious to cruise the highways. Asking price, \$25,000. Contact Hank Amster at 703-753-9575 or email at hankbea@comcast.net.





NVRG Calendar



June

6	52nd Annual Antique Automobile Meet. Hosted by the Historic Fredericksburg region, AACA. Caroline Street, downtown Fredericksburg, VA. Contact J. Brown at (540) 372-6896
10	Membership Meeting - 7:00 pm - Nottaway Park - Program: Old time movie night Refreshments: John Girman <u>NOTE- THIS MEETING IS ON A WEDNESDAY</u>
21	<u>Sully Plantation Car Show</u> - Join us in the shade for our traditional Father's Day picnic
24-27	Eastern National Meet, Windsor, CT June 24 to 27, 2009
30	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library Valve Clatter Deadline – send items to Jim LaBaugh (jlabaugh@verizon.net)

July

4	Independence Day Car show in Vienna, VA
14	Membership Meeting - 7:00 pm - Nottaway Park - Program: Cross Country in a Ford V8 Refreshments: Frankie Martin
28	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library Valve Clatter Deadline – send items to Jim LaBaugh (jlabaugh@verizon.net)

August

8	NVRG Annual Drive-In Movie tour, Stephens City, VA - Rain date August 15
11	Membership Meeting - 7:00 pm - Nottaway Park - Program: To be determined Refreshments: David Blum
25	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library Valve Clatter Deadline – send items to Jim LaBaugh (jlabaugh@verizon.net)
28	Central National Meet, Auburn, Indiana, August 28 to September 1

Down the Road

NVRG Annual Summer Picnic – Algonkian Park along the Potomac- July -date to be determined
 Details to follow in the July Valve Clatter
 Lebkicker Tour – October 24



Board of directors
Northern Virginia Regional Group



President: **Eric Sumner** 703-860-1916

VP & Programs:	John Sweet	703-430-5770	Calendar:	John Girman	703-242-1459
Secretary:	Cliff Green	703-426-2662	Property:	Frankie Martin	703-973-1376
Treasurer:	John Ryan	703-281-9686	Activities:	Dave Westrate	703-620-9597
Membership:	Dave Gunnarson	703-425-7708	Historian :	Don Lombard	703-690-7971
Tours:	Leo Cummings	703-866-9707	Newsletter:	Jim La Baugh	703-573-9285
Refreshments:	Greg Mensinger	703-893-5644	At Large:	Hank Dubois	703-476-6919
Past President:	Dave Gunnarson	703-425-7708	Web master:	helenandken@verizon.net	

June program: **Fords in Movies.**

Mark your calendar!
The June Meeting is on
Wednesday June 10
at 7:00 pm in the historic Hunter
House, located adjacent to the tennis
courts, Nottoway Park, Court House
Road, Vienna, VA



Library of Congress photo



FIRST CLASS MAIL

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