



Northern  
Virginia  
Regional  
Group



# Valve Clatter



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

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

Volume XXXII, No. 8

August 2010

Ken Burns Editor

## ANNUAL NVRG FAMILY PICNIC



by *Patty Girman*

The weather man predicted hot weather, but that didn't deter members of the NVRG from their annual summer picnic. The group assembled at the Fair Oaks Mall and headed down to Amissville around 11 am. The old cars were lead by the Burns' (now smoke-free) '41 Woodie Station Wagon and included the Girman's '53 Victoria, the Martin's '51 Custom Tudor, the Blum's '39 Lincoln Zephyr, and the Clement's '39 Pick-up. They were followed by an entourage of modern cars with air conditioning. Did I already say it was a hot day? The parade was joined by the Doudrick's '36 Tudor when it passed through Warrenton. At Amissville, we left Route 211, headed a few miles down a side road and turned off onto a path through a field and climbed a

Continued on Page 5

# Up Front with the President



August 2010

Home grown tomatoes and vapor lock have one thing in common, the month of July. One of the hottest on record for our region, this past July has been good for a nice red tomato, but has left several V8 owners red in the face when their otherwise dependable V8 succumbs to the high temperatures. Could an electric fuel pump be considered a safety item when it comes time for judging at a National meet? If I were stuck at a stop light in a high traffic area with vapor lock, I would lean toward yes. Read on further for Cliff Greens take on this argument. If you don't favor electric fuel pumps, carry a home grown tomato on your outings just in case you get stuck in vapor lock hell; you can pull out that tomato and have a little slice of heaven.

On behalf of the club I would like thank Art Zimmerli for hosting our annual picnic. Art and his family were beyond gracious by opening his farm to the club. Not only did he host the event but he also hired a live band for entertainment, something we have never had in the past. The setting and the atmosphere were first class and a wonderful time was had by all. Read further for details. Again, a big Kudos to Art!

I spent a little time on one of my projects last month. Needing to start somewhere, why not start with the foundation. I decided to take a good look at the frame on my '41 pickup truck, it had been in non running condition for many years and I had my suspicions about a well used farm truck. I pulled the bed off the frame to get a better look at the rear of the frame and found the fuel tank in desperate shape. The top was riddled with holes from rust. While inspecting the paper thin remains, a squirrel in the tree above me confirmed my findings by dropping an acorn on the tank that blew through the top and disappeared in the darkness of sludge and rust in the bottom of the tank, which was in fine shape for catching rain water, but only half a tanks worth. Looks like my work is cut out for me. What have you been working on? Write in and let us know.

Next month's membership meeting will be a continuation of our popular movie night. John Sweet will resume showing the action packed series from the thirties, Daredevils of the Red Circle! Come prepared to sit on the edge of your seat.

Hope to see you there,

**Eric Sumner**



## JULY MEETING PROGRAM

### The Golden Age of the Rigid Airship

July 3, 1900 to May 6, 1937

Presented by Dave Gunnarson

by the Editor



Where to start? Maybe the best place is to say that members fortunate enough to attend the July meeting got to actually **touch** some rare American aviation artifacts destined for the National Air & Space Museum. Once in the museum this opportunity probably will never happen again.

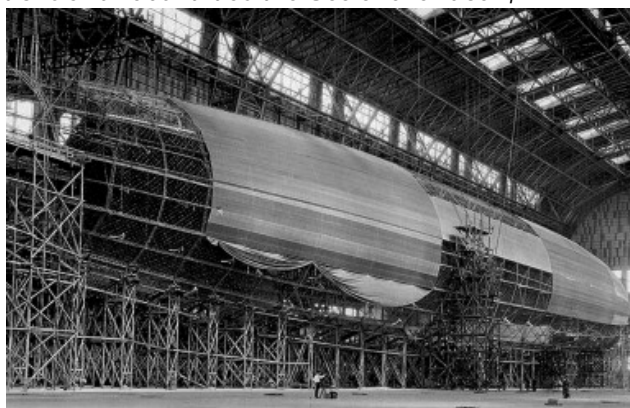
For the past several years Dave has been managing an asbestos abatement project at the Goodyear Airdock (think Goodyear blimp) in Akron, Ohio. While working there Dave became interested in airships in general and rigid airships in particular. During work on the airdock several pieces of the US Navy's airship USS Los Angeles (shown above over the Lincoln Memorial in the mid 1920s – Library of Congress photo) were discovered and Dave became involved in transferring these rare artifacts to several museums. Dave personally transported the pieces destined for the NASM from Ohio and shared them with us before turning them over to the NASM curators.



Dave's presentation covered lighter-than-air flight from the first recorded flight by the Montgol-

fier brother's hot air balloon flight in 1783 to the present day. Rigid airship's greatest advocate was Count Ferdinand von Zeppelin of Germany who had observed Union Army tethered balloon operations during the Civil War. He successfully flew a rigid airship (LZ-1) over Lake Constance in 1900 and by the outbreak of WW I in 1914, Zeppelins had safely transported 37,250 passengers without incident.

During WW I the German military assumed command of the Zeppelin fleet and used them for frontline observation and to bomb England. After the war ended the US Navy took the intact remains of LZ-49 (which had softly crashed) as war reparations and rebuilt it as the USS Shenandoah, ZR-1.



LZ-49 under re-construction as the USS Shenandoah, ZR-1, at Naval Air Station - Lakehurst, NJ

The only major modification was to inflate the gas bags with very rare inert helium rather than with highly flammable hydrogen. This was possible because at the time the United States was the only nation with appreciable amounts of helium. The Shenandoah operated for several years but was lost over Ohio on September 2, 1925 when it encountered a line of violent squalls and thunderstorms, broke into two sections and crashed.

The Navy's second dirigible was also a German-built Zeppelin – the LZ-126.



LZ-126's first test flight in Germany, August 27, 1924 – note the streams of ballast water being dumped to achieve positive buoyancy

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## OUT & ABOUT

### July 9, 2010 Designated 'Collector Car Appreciation Day' by U.S. Senate by Clem Clement

Lawmakers acknowledged the importance of collecting and restoring classic cars by passing Senate Resolution 513. The resolution was to have July 9, 2010 designated as "Collector Car Appreciation Day."

Who can argue with our Senate? Thus IAW SR-513, your EV-8 NVRG went riding on July 9, 2010. Plan A was to gather at Peterson's Ice Cream Depot in Clifton <http://www.petersonsdepot.com>, July 9 at 7 pm. Since there was no Plan B, we executed Plan A with perfection. Actually the centre of the little town was jumpin! The VRE trains wiz thru every 15 minutes or so and there was a goodly size crowd hanging out. The (was) famous Heart and Hand had tables out front, the consignment shop was open again and with a 2 story annex trackside of the Heart and Hand (and of course I went in there to see if they had trains for sale. They did: HO, which I don't collect). Upstairs they had a stunning over-stuffed riding rocking pig for sale. I loved him but not at retail \$1,400. I discovered a Croakanole board for sale and complimented the lady for having such. Her blank stare communicated to me that she had no idea about Croakanole or how to play. (I have my great granddaddy's home-made board and can whoop any of yas!). The country store and the snack shop were open and lots of folks were out and about enjoying the hot evening and looking over our cars.

Luckily we got to park 5 real cars in a row in front of the alley to Peterson's. Lemmec if I can get this right: Sandy and My 39 peepup; Jim and Char McDaniel's 51 Custom Tudor police car; John and Patty Girman's 53 Vicky; Ken and Helen Burns' 41 Woodie, Art Zimmerli's 36 phaeton. Across the street was Steve Zimmerli's '69 Mustang softtop and a Model A Tudor. Dunno who owned the A. In moderns were Dave and Norma Blum and Rob and Susan Doudrick. I hope I did not miss any cars or folks.

Did I mention the wonderful deserts they were serving up? All kinda of soft ice cream with goodies added. The wx was hot so if you dilly-dallied with your desert, you had a drippy mess. (Please note "no dilly - dallying" was prescribed in Plan A.) We were

watching the approaching line of severe T-storms on Jim McDaniel's smart phone before all heading off home-bound feeling very happy about the event and the good times and good chat in lil ole downtown Clifton, VA.

## WELCOME TO THE CLUB!

### Keith and Susan Randall 7814 Giles Street Springfield, VA 22153-2405

They don't have a V-8 yet but are actively seeking one. Contact them if you have any good leads.

## NOW YOU KNOW!

### Drive-In Movies



Richard Hollingshead opened the first drive-in movie theater in Camden, New Jersey, June 6, 1933. Prior to opening his first theater he experimented in his yard in 1932 by nailing a bedsheet between two trees and setting a 1928 16mm projector on the hood of his car.



Post WW II theater in San Diego, California



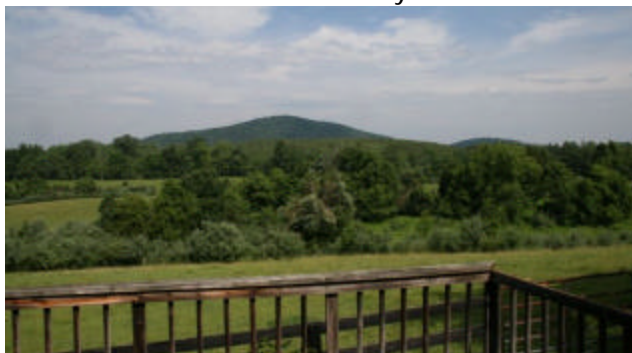
few rolling hills to the top of a knoll where we found more club members and were welcomed by our host, Art Zimmerli.



The old cars joined Art's '36 Phaeton and a few Model A's that were already parked in the shade of the trees. Later we were joined by several other Model A's and a 1926 Dodge-powered Ford Model AA flatbed truck.



The setting was spectacular! The knoll was dominated by the ruins of an old Victorian house and its view overlooked a beautiful valley.



The house was built just before the Civil War and then updated with wonderful bric-a-brac from the Victorian Era. It had been a 25-room house but time, vandals and thieves have taken their toll although the extensive ruins gave testament to its former grandeur.



Nearby was a cabin that had originally served as slave quarters and as a detached kitchen. It been renovated but still contained a beautiful and large stone fireplace. Interestingly, the lintel of the fireplace was constructed of wagon axles. The cabin also contained a 1923 photograph and a recent painting of the house in all its Victorian glory.



Art and his family had set up a canopy and tables near the shade of some large trees.



Art had also hired the "New Old Time String Band", a bluegrass band that just added the perfect touch to the ambience of the event.

Continued on Next Page





## PICNIC EPILOGUE

by the Editor

On the way home as Burns, Blum, Girmans and Clem approached the Rte 29/15 split just south of Gainesville a black VW pulled alongside, the driver leaned out the passenger window and started taking pictures. At the light he jumped out of his car, ran back to my Woodie and handed me his business card. He said he was a professional photographer and was awestruck by our little convoy. He said he wanted to capture the beauty of the cars moving on the open road and to contact him to get copies of the pictures. Unfortunately, the only ones not to come out were of my Woodie!

## And the food!



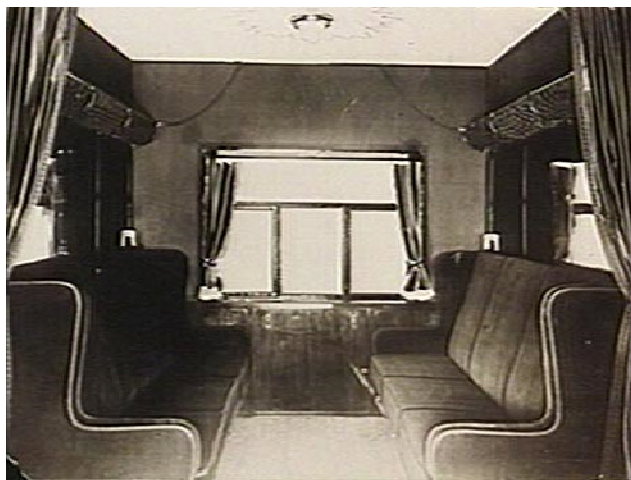
The food was abundant and included ribs, beef brisket, pork, chicken, pulled pork, potato salad, beans and coleslaw. Members brought a huge array of delicious desserts. Did I say the weather was **HOT**, but it didn't seem to matter? At one point, we were even cooled (a little) by a brief shower and some gentle breezes that followed. It was a wonderful time to just relax, eat, listen to the music and enjoy the company of good people. I heard talk that folks thought this would be the perfect place to have this annual event.



A BIG, BIG thank you to Art and Sarah Zimmerli and their families for hosting such a wonderful picnic at such a picture-perfect setting!



LZ-126 was built in Germany at the Zeppelin factory as part of war reparations paid to the United States. Having had civilian populations bombed by Zeppelins during the war the British strenuously objected to the Germans resurrecting their airship industry. However a compromise was reached that allowed the Zeppelin Company to build LZ-126 as long as it was configured as a commercial airship – hence the luxurious cabin accommodations.



LZ-126 was flown non-stop across the Atlantic on October 12<sup>th</sup>-15<sup>th</sup>, 1924 and commissioned as the USS Los Angeles, ZR-3. This trans-Atlantic crossing would be the last successful Atlantic crossing for several years until a young guy named Charles Lindbergh accomplished the feat on May 20<sup>th</sup>-21<sup>st</sup>, 1927. The story of “whatever happened to ZR-2” is a very long tale best left to another day.

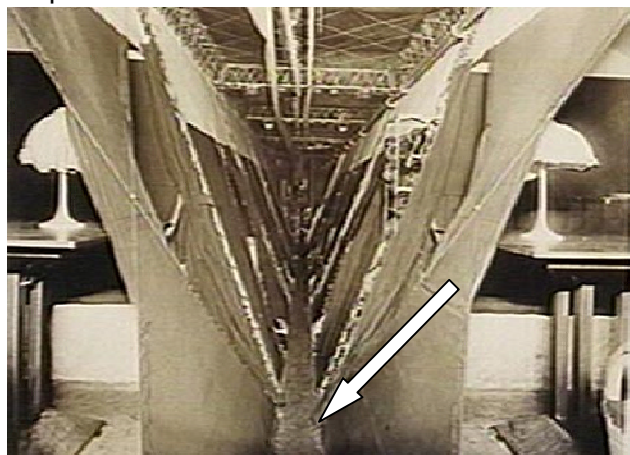


USS Los Angeles being commissioned at Bolling Field, Washington, DC  
November 25, 1924

Because the Los Angeles was built by Zeppelin in Germany it arrived in the US with its gas bags filled with hydrogen. In 1924 helium was still such a scarce commodity that the Navy had to use helium from the Shenandoah in order to replace the Los Angeles’ hydrogen with helium. The US Navy successfully operated the Los Angeles for several years gaining

valuable experience.

In the early 1930s the US Navy built two dirigibles in the United States at the Goodyear Airdock in Akron; the USS Akron (ZR-4) and the USS Macon (ZR-5). With the advent of the larger and more advanced US-built Akron and Macon, the Los Angeles was decommissioned on June 30, 1932 and stored in the hangar at Lakehurst. By February 12, 1935 both Akron and Macon had crashed at sea thus ending the dirigible era for the US Navy. The death knell for dirigibles came with the Hindenburg disaster in 1937. Los Angeles remained at Lakehurst until it was finally broken up and scrapped in 1940. Some pieces survived and Dave shared them with us. The artifact shown in the picture on page 3 is a section of a Los Angeles catwalk similar to the one in the picture below.



I don’t know about you, but it’s pretty amazing to contemplate that these behemoth machines were built basically using the same technology that Henry used to build Model Ts and Model As. They were 3 times as long as a Boeing 747 (four times longer than the Space Shuttle’s booster rockets) and were the largest aircraft ever to fly.

Now here’s the “Ford connection” you’ve been waiting for – Ford bought a military surplus blimp (non-rigid airship) and used it for advertising in 1947-8.





**Electric Fuel Pumps**

In last month's issue of the *Valve Clatter Cliff Green* recounted the vapor lock problems he had down in Charlotte with his normally ultra-reliable '40 Woodie. Here's more to the story:

1) Cliff sent the following letter to Rusty Davis, Chairman of the Judging Standards Committee:

"At the Eastern National Meet in Charlotte there was anecdotal evidence of more vapor lock problems than usual. Even my trusty '40 Woodie succumbed! I was waylaid in a dangerous position – in a busy left turn lane, with six passengers! After the first sputter, had I an electric pump, the problem would have been resolved.

Most all the members from the South and Southwest have that backup. I request this change for reasons of SAFETY. Old Fords dead on the highway because of fuel starvation is not a good situation!

I wish the JSC to consider this change if for no other reason than to look good in the eyes of the members for SAFETY reasons. Those of us who drive our cars to the concourse would appreciate any consideration."

2) Craig Gorris sent Cliff the following email regarding electric fuel pumps:

**LOW PRESSURE 6 Volt Electric Fuel Pump**

With the introduction of the more volatile fuels, old Fords have a tendency to "vapor lock" in very hot weather. The fix was to install an electric fuel pump to overcome this problem. One issue that concerned car owners was that the electric fuel pumps developed higher fuel pressures than the conventional engine fuel pump.

Typically, the pressure from an electric fuel pump was 5-8 PSI as compared to the 3.5-4.0 PSI from the stock fuel pump. To address this, many folks installed a "fuel pressure regulator" in the line to reduce the fuel pressure.

Airtex, a well respected manufacturer of both conventional and electric fuel pumps, now offers a 6 volt electric pump that has a nominal fuel pressure of 3.5 PSI (operating range 2.5-4.5 PSI). This pump does not contain a rubber diaphragm (that usually fails due to the new fuels). The Airtex Part Number is E8902 and should be available from any reputable auto parts store. [www.airtexproducts.com](http://www.airtexproducts.com)

*Although I've never had a vapor lock problem either, I've decided to add an electric fuel pump to my Woodie. For some reason I've had a real hard time getting the fuel up to the pump with the newly installed engine after the car sits idle in the garage for more than 6-7 days – I put all the accessories from the other engine back onto this one: same fuel pump, flex hose, carb, etc. - maybe a pinhole leak in the flex fuel line or a bad economizer valve in the carb is causing the problem. I decided to take advantage of Bob Drake's sale on repo gas tanks and bought one. Having done that I also thought I wanted to solve the problem of getting fuel up to the mechanical pump so I looked around for an electric fuel pump. I just got the Airtex pump that Craig mentions. Some good reviews from old car guys; 6 volt positive ground, positive displacement pump rather than diaphragm and a small size (can be hidden inside the frame rail if desired). Haven't installed either the tank or the pump yet but will soon. I'll probably paint the pump black before installing it just to make it less visible. Editor*

**MORE ENM NEWS**

**V-8s at the meet:** Von Hardesty, Jason Javaras, Bob & Julie King, Don Fowler, Maury Roesch, Dave Westrate, Cliff Green, Bill Simons, Bob Belsley, Jeanette & Barry Hall. **Also attended:** John & Yvonne French, Steve Groves, Harry & Janet Foor, Hank Dubois, Henry Amster, John Ryan, Bob & Jane Helms, Bill & Sylvia Tindall, Wayne & Joyce Handy, Rob & Susanne Doudrick, Dave Gunnarson.

Bob Belsley reports that you can view all the cars that were at the Eastern National Meet by going to: <http://s882.photobucket.com/albums/ac21/jerrycl/emmons/Early%20V8%20Meet/>





**For Sale** – 1953 Ford Customline Tudor – good driver/tour car lots of new chrome, badges, mats, headliner, brakes/wheel cylinders. Sheridan Blue, 63,000 miles, clean in and out! \$7,800. Bob Helms – 540-459-5890. 4/10



**For Sale** – 4 Champion 600-16 whitewall tires with tubes. Excellent condition. On road less than 3000 miles. No patches on tubes. Asking \$300. Bill Chaney, 804-776-7597. 5/10



**Field Find** – 1941 Ford Fordor Deluxe – lots of surface rust but the sheet metal may be usable – trim looks great (all there) – has flathead V8 engine and drivetrain. Car is in Bowling Green, VA – Contact Dick McIninch at 434-361-2568 or [olcarfn@aol.com](mailto:olcarfn@aol.com)



**Wanted** – '51 Ford V-8 radiator, part # 1BA-D – Steve Groves, 301-530-7411. 4/10



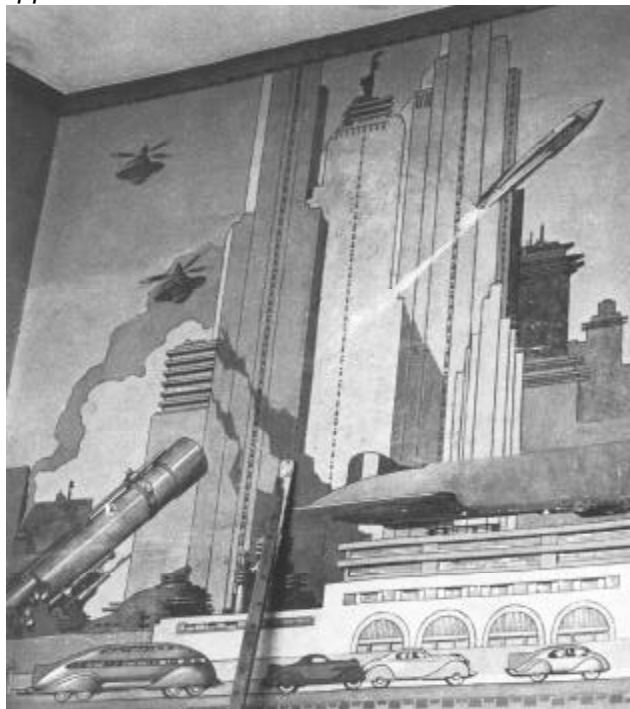
**Wanted** – Throttle linkage that connects to the firewall on a 1937 to 1947 Ford – Ben McDonald – 540-292-1632 or [macsgarage4u@gmail.com](mailto:macsgarage4u@gmail.com). 4/10



**Auction** – Mecum Auctions will offer this Stainless Steel 1936 Ford on August 24<sup>th</sup> at their Monterey day time event. [www.mecum.com](http://www.mecum.com)

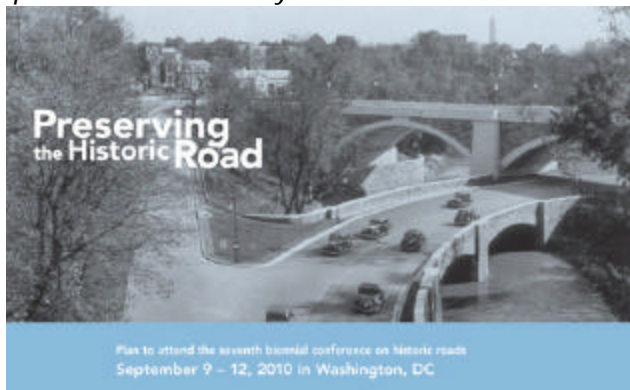


The front page of last month's Valve Clatter featured a mural that graces a wall in the Detroit Institute of Art. It depicts the Ford assembly line circa 1933-4. Edsel Ford commissioned famed Mexican artist Diego Rivera to paint the mural. Rivera also painted a mural in the Ford Building for the 1935 California-Pacific International Exposition, held in San Diego. Views of the outside of the building appeared in this space last month. The Ford Building mural certainly has a "Buck Rogers" look to it. The photo below appears in Lorin Sorensen's "The Ford Shows."



ON THE ROAD

Just in case you have \$395 you don't know how to spend. Who can identify the road below?



## The Northern Virginia Regional Groups 2<sup>nd</sup> Ever "Movie Night" "Dare Devils of the Red Circle" Parts 7 – 12!

Because your program director knew that many of you were staying up late at night wondering about the Republic Film serial from last June, and not wanting to be responsible for any more sleepless nights, coming this August to your local NVRG Club Meeting, "Daredevils of the Red Circle", part deux!

Last June we left our hero's at episode 6, with "*Thirty seconds to Live*." Would our hero Gene, his two faithful companions, plus the wonder dog Tuffie make it through the next sixteen minutes? Would the dreaded archfiend 39013, along with his evil and ever plentiful henchman (editorial note – yes it was the middle of the Depression, but really, did an arch-fiend really need that many henchman?), find a way to send the dapper, plucky, resourceful and hatless trio to their doom? Of course by the end of the reel, we found out they made it, but Blanche! Poor Blanche! Poor, suffering, Blanche! Would she be united with her grandfather, the kindly, rich, but kidnapped Mr. Granville? Would the Dare Devils be able to save her from certain death in the mine? Can a Ford Woody wagon make it over hill and dale without overheating to save her? Will the evil 39013 finally be brought to justice? Will true love find Blanche and Gene? Can Snowflake keep serving up our hero's lunch? And who the heck is the Red Circle and why are they really helping out the daredevils?

For answers to all these intriguing questions, join us on Tuesday, August 10 for the final installments of Daredevils of the Red Circle, chapters 7 through 12 to learn everyone's fate!

### SUMMERTIME IS DRIVE-IN MOVIE TIME!

- ✚ We'll depart the Fair Oaks parking lot at **2:30 pm** on Saturday, **August 21**.
- ✚ **Dinner** will be at the **New Town Tavern**, Stephens City, VA about **5:30 pm**.
- ✚ **Movie** at the **Family Drive-in**, Stephens City about **8:00 pm**. Cost \$7.50 adults. Speakers are available but bring an FM radio or boom box for better sound. Bring lawn chairs because it's often hot. But also bring blankets and a light sweater or jacket because it can be surprisingly cool in the evening.
- ✚ For those who wish: **overnight stay** at the **Holiday Inn** nearby. You will need to make a reservation for the **Early Ford V8** group for \$75.65 (mostly two double beds in each room, non-smoking). Call them at 540-869-0909. Please make the reservation early as they will only hold the rooms until August 7.
- ✚ The next morning we can cruise down Rt. 11 to Steve & Wendy Pieper's house in Strasburg for a late morning donut snack.
- ✚ To reserve a spot on this tour and for any further information, contact **John Girman (703-242-1459 or [jrgplg@aol.com](mailto:jrgplg@aol.com))**. This is especially important for the restaurant and if rain forces postponement. Our rain date is the next Saturday, August 28.
- ✚ So, (1) mark your calendar for August 21, (2) make your hotel reservation and (3) give me, John Girman, a call to sign up for the tour!





# NVRG Calendar



## August

10	<b>Membership Meeting</b> - 7:00 pm @ Nottaway Park – <b>Program:</b> <i>Old Time Movie Night: Daredevils of the Red Circle, Part II</i> – <b>Refreshments:</b> John Sweet. See page 10 for more details.
21	<b>Annual NVRG Drive-In Movie Night</b> – Another great V-8 tour out to Stevens City for a night at the drive-in just like “back in the day.” See page 10 for complete details.
31	<b>NVRG Board of Directors</b> meeting - 7:30 pm @ Oakton Library
31	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## September

4	<b>4<sup>th</sup> Annual Car Show for Jill’s House</b> to provide care and support to children with disabilities – 10am to 2pm – Interstate Van Lines Headquarters, 5801 Rolling Road, Springfield – contact Keith or Pam Colton (703-759-0783) or <a href="http://www.novarodsnclassics.org">www.novarodsnclassics.org</a> for more info.
14	<b>Membership Meeting</b> - 7:00 pm @ Nottaway Park – <b>Program:</b> <i>2010 Eastern National Meet Review</i> – <b>Refreshments:</b> Dave Westrate
19	<b>NVRG Tour to Wings and Wheels Car Show</b> – Flying Circus Airfield, Bealeton, VA – this is a great family event
21	<b>NVRG Board of Directors</b> meeting - 7:30 pm @ Oakton Library
21	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## October

3	<b>NVRG Caravan to the Armed Forces Retirement Home 53<sup>rd</sup> Antique Car Assembly</b>
6-9	<b>What else but HERSHEY!</b>
12	<b>Membership Meeting</b> - 7:00 pm @ Nottaway Park – <b>Program:</b> <i>Hershey Review</i> – <b>Refreshments:</b> Art Zimmerli
16	<b>Rockville Antique &amp; Classic Car Show</b> – 8:30 AM – 3:30 PM – Glenview Mansion at Rockville Civic Center Park
22-24	<b>NVRG Annual Lebkicker Tour</b> – <b>save the date!</b> More details to follow next month
26	<b>NVRG Board of Directors</b> meeting - 7:30 pm @ Oakton Library
26	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



November TBA – National Capital Trolley Museum Tour  
December 4 – Annual Holiday Gala at Fairfax Country Club



## Board of Directors NORTHERN VIRGINIA REGIONAL GROUP



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

Vice President	<b>John Sweet</b>	703-430-5770	FFX Show	<b>Dave Westrate</b>	703-620-9597
Secretary	<b>Cliff Green</b>	703-426-2662	Property	<b>John Girman</b>	703-242-1459
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Membership	<b>Dave Gunnarson</b>	703-425-7708	Historian	<b>Don Lombard</b>	703-690-7971
Tours – Primary	<b>Leo Cummings</b>	703-866-9707	At Large	<b>Frankie Martin</b>	703-973-1376
Tours – Assist	<b>Hank Dubois</b>	703-476-6919	Web Site	<b>Rick Parker</b>	301-279-7145
Programs	<b>John Sweet</b>	703-430-5770	Newsletter	<b>Ken Burns</b>	703-978-5939

## August is NVRG Movie Month!

Dare Devils of the Red Circle at Nottaway and  
Stevens City Drive-In Night on the 21<sup>st</sup>

Mark your calendar!  
The August Meeting is on Tuesday,  
August 10<sup>th</sup> at 7:00 pm in the  
historic Hunter House, located  
adjacent to the tennis courts,  
Nottaway Park, Court House Road,  
Vienna, VA



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

## FIRST CLASS MAIL