



Northern Virginia Regional Group



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Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

Second Place – 2010 Newsletter Contest

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May 2011

Ken Burns Editor

10th ANNUAL NVRG POKER RUN

A Ford Flathead Conspiracy – the April Spring Tour

By Jim LaBaugh; pictures by Jim LaBaugh and Ken Burns



Jim LaBaugh hands out "emergency" instructions just in case they're needed



Helen Burns, Sandra Green and Susan Randall share a pre-departure laugh



Don Lombard has his hands full distributing the all-important playing cards and route directions

A cold, wet morning greeted the Flathead Ford Faithful as the April Spring Tour began at the Silver Diner at the Springfield Mall. It was great to have Ray Andrews and his '53 Victoria on the tour, so at least one our beloved V-8s was part of the festivities. All the other participants opted for modern wheels due to the chill and rain in the air. At the start, tour organizers Don Lombard and Jim LaBaugh explained the adventure ahead to Ray Andrews, Cliff and Sandra Green, Ken and Helen Burns, Keith and Susan Randall, Dave and Barbara Westrate, Frankie Martin and brother-in-law Ron, and Bill Selley. This event combined a "scavenger hunt" - answering questions about places and historical markers encountered along the way - and a "Poker Run" - where cards collected at each stop along the route added up to prizes at the final destination.

Each year the tour organizers conspire to make use of the area's many historic roadways to make the tour as interesting as possible. This year's tour featured roads in Prince Georges and Prince Charles counties in Maryland that criss-crossed the route and places visited by John Wilkes Booth in his escape from Washington D.C. after the assassination of President Lincoln in mid-April of 1865, including the Surratt House Museum in Clinton, MD, and the Dr. Samuel Mudd house, east of Waldorf, MD. The early spring scenery of flowering redbuds, dogwoods, cherry trees, and other greenery were reminders of what the countryside looked like during those events of 146 years ago. The coincidence of the route of the tour and the recent release of the movie on the topic - *The Conspirator*- by the American Film Company was only by chance.

At the start of the tour, participants had no idea of what roads would be traveled or where the tour would finish but were given a sealed "emergency" envelope containing directions to the final destination (just in case they got lost). At the Silver Diner they were given directions to the first stop. Cars were dis-

Poker Run continued on Page 4

Up Front with the President



May 2011

Hi V8ers,



With warmer weather here to stay, the car show season is now in full swing. Naturally, the Northern Virginia Regional Group is in the middle of it all with our annual City of Fairfax show on Saturday, May 21st. If you've already signed up to attend or help out, that's great. If you need something to fill your Saturday, the Fairfax Meet is always a great event, and your help would be greatly appreciated. Thanks to Dave Westrate, this meet just keeps getting better and better, so if you want to take part, drop Dave a note. If you haven't done this one before, be sure that you do. You'll have a ball.

In other news, as many of you may already know, I am getting married at the end of October. My bride-to-be hails from Rochester, NY, and is a delightful person; can't wait for the walk down the aisle. However, since this all takes place in less than six months, your president may need your tolerance and patience as I prepare for the big day. I may miss a few meetings or events, but please remember it's all for a good cause! (Nothing like the recent royal wedding, but be assured, the planning will seem the same!)

Anyway, see you on the road.

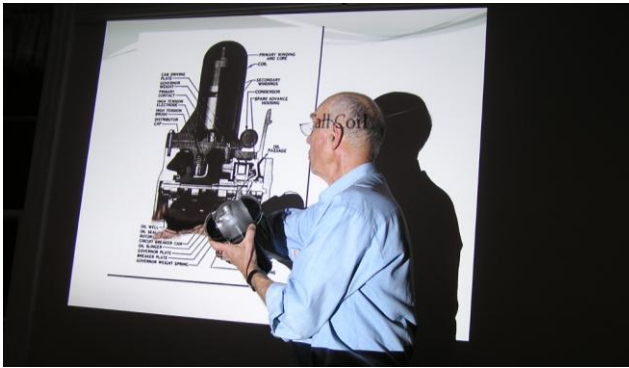
John Sweet

Ford Flathead Distributors

By Cliff Green

Reported by Editor

There's always great anticipation on my part when I hear that Cliff has agreed to do a presentation at one of our monthly meetings. This is a guy who really knows his stuff and comes well prepared. At the April meeting he brought a complete collection of Ford flathead distributors (covering all variations from the rare 1932 distributor with a tall coil to the more conventional 1949-53 units) to go along with a very informative PowerPoint presentation.



Cliff holds a rare 1932 "Tall Coil" distributor while explaining a cut-away diagram from the Early Ford V-8 Club's 1932 Ford Book

Cliff began by reminding us that approximately 85% of all Flathead engine problems are related to the ignition system, i.e. "If you can't fix it with a hammer it must be electrical." Next, using several schematic diagrams he explained the basic components of the ignition system and their function from the battery, to the ignition switch, to ballast resistor, to the coil and condenser, to the distributor and finally the spark plugs. This basic knowledge was the foundation for his detailed description of how to identify the many variations of the flathead distributor and how to rebuild and test them.

Ford used two basic types of distributors on the flathead:

- Dual point distributors driven directly off the front of the cam shaft that control ignition timing by using a vacuum brake (Ford model years 1932 to 1948).
- Single point distributors driven by a gear on the cam shaft that control ignition timing by using a vacuum advance (1949 to 1953).

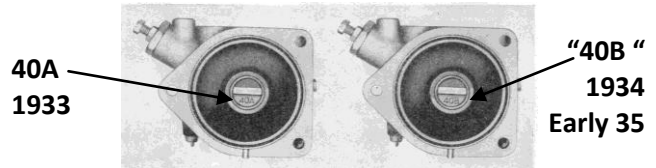
There are many variations in appearance of the dual point distributors and although they all function the same way some parts will interchange and some

won't. Cliff first walked us through the various versions and how to identify them starting with the original 1932 "Tall Coil." The distributor casting and coil are unique to the introduction of the Ford flathead V-8 and lasted only one year.

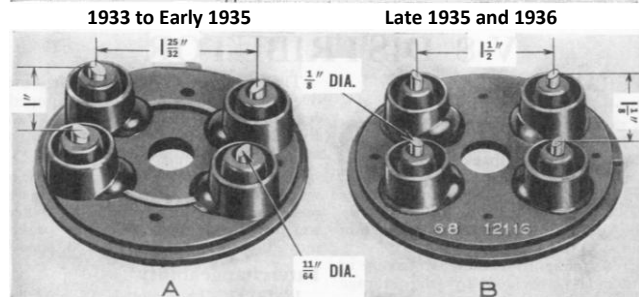
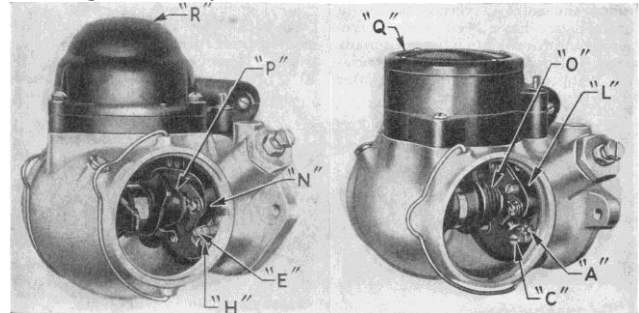


1933-4 (L) and 1932 (R) distributors brought in to display

Next up were distributors used from 1933 to December 1935 with a new casting and a new style coil. Although the outward appearance for both years is the same, there are internal differences that can be identified by the numbers stamped on the end of the distributor shaft.



December 1935 brought the introduction of a new distributor which would also be used throughout 1936. This distributor had very few parts that would interchange with earlier distributors – the housing, inner caps and coil were all new.



Distributors continued on page 6

Poker Run continued from Front Page

patched at 5 minute intervals. The first car to depart met Don Lombard at the first stop, received cards and directions to the next stop to hand out as other cars arrived, and the process was repeated at successive stops by the other cars in turn. Finally, Jim LaBaugh's arrival at a stop meant those hosting that stop could proceed to the next part of the tour. Good crowds of other visitors were found at both the Surratt House and Dr. Samuel Mudd House museums, where clues were available to answer some of the "scavenger hunt" questions.

Only the Rector and the Sexton of St. Thomas Parish Church were on hand at that stop. This beautiful brick church was built in 1745. The Rector indicated that the church was preparing for the bicentennial of the War of 1812. British troops marched past the road in front of the church as part of assault on the Nation's Capitol when the White House and other buildings were burned.



The Maryland Scenic Byway, Lower Patuxent Route, transported the V8ers to Baden-Naylor Road along which many tobacco barns remain, even if the crop is no longer grown. Hay and stables have replaced the crop that had such an important place in early U.S. history. A stop at the Baden Community Center, just across the street from St. Paul's Parish, founded in 1692, was a further reminder of the historic nature of the roads traveled on to the final stop – Mama Stella's Restaurant in Clinton, MD.



Bill Selley and Ray Andrews (seated) man the Baden card stop – Ray's 1953 Vickie was the only V-8 on the poker run this year

At the restaurant the group had a room to itself

in which to dine, discuss the day's events, and current news about each other's early Ford V-8s. As desert was served, the masses clamored for resolution of the "poker run" - those who had purchased hands opened 5 envelopes at a time to determine the winners.



Sandra and Cliff Green are all smiles after winning the \$50 Home Depot gift card with a winning hand of three queens

The answers to the "scavenger hunt" questions were provided next. There was much good-natured discussion about what really is the last cash crop planted in a farmer's field (houses), and lively debate about the phrasing of questions, as well as the validity of some of the answers. This part of the tour came down to a tense "one card draw" showdown as Helen Burns and Susan Randall both had 20 out of 22 answers correct. Drawing a trey doomed Helen to second place.



Susan Randall shows off her \$50 Sears gift card

Photos taken along the route verifying answers were passed out to one and all. Don Lombard handed out the prizes to the first, second, and third place winners of both contests, before one and all emerged into the sunshine and a now beautiful warm day for the trip home.

A NEW V-8 IN THE NVRG

Alan Edwards
Front Royal, VA
1951 Ford Victoria

Here are some pictures of my newly acquired '51 Ford Victoria. It's a sweet little car, with the flathead V-8 and Ford-O-Matic transmission. It is supposed to have about 67,000 miles on it and as you can see from the pictures, it has been fully restored in and out. It has a dual exhaust and sounds really nice. I am keeping it in a friend's garage here in Front Royal until I can find a buyer for my beloved '51 F-1 panel truck to make room in my garage.



I bought it from a fellow in Winchester who built it with his Dad, who had owned several '51 Fords. I noticed the car sitting in a yard on Route 522 between Winchester and Front Royal. I stopped and looked at it, saw it was for sale, and kind of fell in love at first sight. I got the feeling he had mixed feelings about parting with it because his dad had passed on and he was emotionally invested in it. Well, he had put it up for sale, I made an offer, we made a deal and I am now the proud owner of the car.



He's a very nice guy and I'm trying to contact him to see if I can get any further historical information about the car but I'm not sure I will be successful. He was very insistent on finding out what my plans were for the car -- I think he was worried that I might just "flip it" or turn it into a hot rod or just not be someone who would take care of it in the future. I told him about our club and reassured him that we treasure our flathead V-8's here and it would be given a good home, lots of TLC and maintained in its original condition.



I'm sure, when I bring it to an outing or a meet, there will be many other V-8's hovering around it reassuringly and making soft, throaty engine noises of approval.

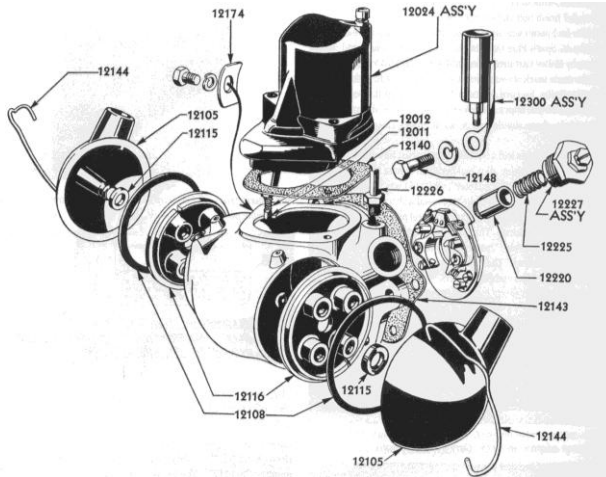


I hope I can now find someone to offer a new life to the panel truck!



Distributors continued from page 3

1937 brought yet again another change in design, which with some modifications, would last until the end of the 1941 production run.



The some changes were rather minor – coils now had 2 rather than 3 mounting screws but internally were pretty much the same – also during these years distributor caps and coils were manufactured in black or brown Fordensite. The most significant change affected performance – a redesigned shaft and set of counter weights increased horsepower by nearly 6% by changing the advance curve. So if you're looking to add a quick 5 HP to that 85 HP flathead look for a 37-41 distributor with an 11A shaft and 11A counterweights.



1942 brought another new design – one that would last until the introduction of the post-war 1946 Fords and Mercurys. About the only part that was carried over from the 37-41 distributors to the so-called “crab” distributor was the counterweight set mounted on a shortened shaft. The new Ford 6

cylinder engine introduced in mid-1941 had used a cam-driven “crab” distributor.

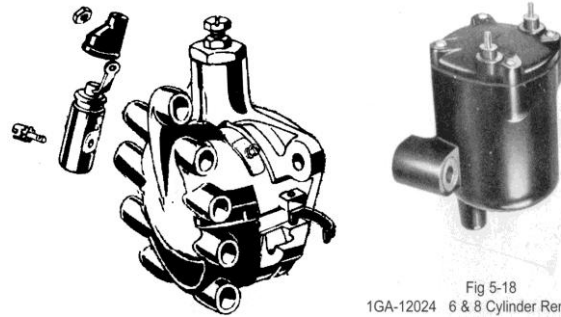


Fig 5-18
1GA-12024 6 & 8 Cylinder Remote Coil

Starting with the 1941 6 cylinder and all 1942 engines, coils were once again mounted remotely from the distributor – perhaps to streamline engineering and production costs as both engines could use the same coil. But just to keep things interesting, in 1942 Ford redesigned the 6 cylinder distributor and it was now gear-driven from the oil pump shaft. Post-war distributors used the same basic design as the pre-war ones – the 6 cylinder was basically unchanged while the V-8 acquired a new cap and retaining bail.

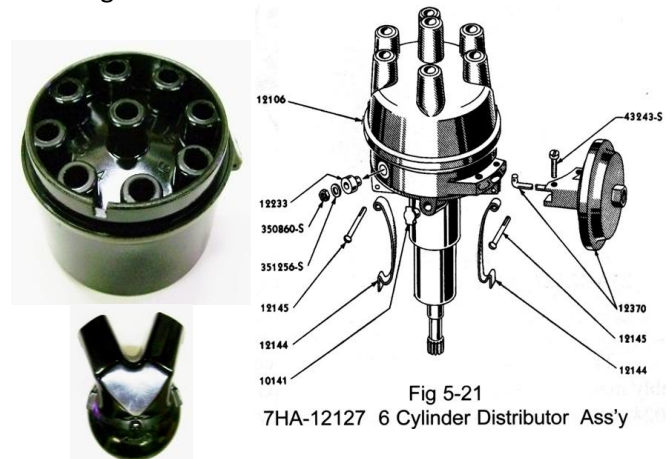


Fig 5-21
7HA-12127 6 Cylinder Distributor Ass'y

The introduction of the all-new 1949 Ford and Mercurys brought many changes but the venerable flathead soldiered on with some engineering updates. One was to finally retire the distributor design first introduced in 1932 in favor of the by-now industry standard design that Ford had been using in its 6 cylinder engines since 1942. This design, gear-driven from the oil pump shaft used vacuum advance to control ignition timing, an internal condenser, a single set of points, a built-in ballast resistor in the coil, could be serviced while still in the vehicle and was timed off marks on the crankshaft pulley. After an excellent explanation of ignition timing, spark advance and flame fronts Cliff proceeded to walk us through the steps necessary to completely rebuild a 1932-48 distributor. Disassem-

Distributors continued on next

Distributors continued from previous page
ble and clean everything then inspect everything thoroughly because you might be surprised by what you find!



Vacuum brake plungers – guess which one is trashed

There are still a surprising number of NOS parts available and any number of reproduction and after market items are available locally from NAPA or through the normal early Ford V-8 vendors.

A couple of nuggets gleaned from Cliff's presentation:

- Front and rear shaft bushings are often overlooked but are critical to ensuring accurate timing once the distributor is ready to be timed.
- Point face alignment is also critical as the two point surfaces must be parallel to one another for optimum performance.



See why it's always best to check before installing the new points?

After describing step-by-step how to reassemble the distributor, Cliff explained the process of setting the dwell using a KRW Wilson V-126 distributor fixture. This step is absolutely critical if you expect your flathead to perform as designed.



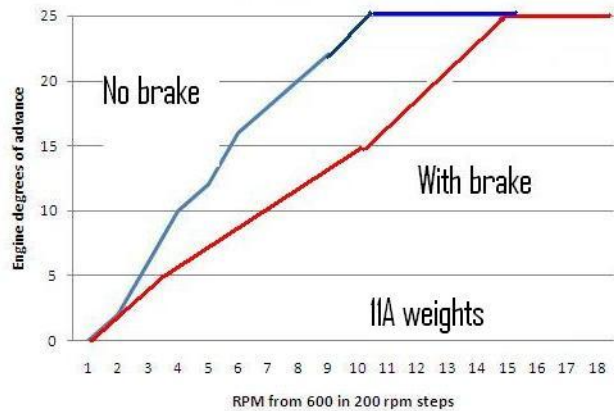
"A properly set up 41-48 distributor has the perfect advance curve for the flathead" – **Flathead Facts** by John Lawson

TECH TALK

ADVANCE IS GOOD

By Cliff Green

A pre-1941 Ford distributor has a total advance (initial plus centrifugal) of 20 degrees at around 2,000 RPMs. From '41 to '48 the numbers are 28 degrees at 2,500 RPMs. The rate of advance is determined by the vacuum brake. These numbers were established by dyno testing according to **Flathead Facts** by J. W. Lawson.



For best performance we want the line as far to the left of the graph as possible (less brake) without the engine pinging. With the octane of the gas so much higher than when our cars were new, more advance is possible. The adjustment is made by the screw on the brake housing. Start with the screw almost all the way out – drive the car under load at wide open throttle (like from 10 mph in 3rd or climbing a hill) and if knock is detected, turn the screw in until it just goes away.

The initial setting of 4 degrees BTDC is established perfectly with either a strobe machine or a KR Wilson V-126 distributor fixture. The dwell (when points are closed allowing coil to saturate) is set perfectly at 35 degrees. Any variation of the dwell effects the timing – 1 degree dwell = 1 degree timing! If the dwell is incorrectly set the car will run OK, but fuel economy, engine cooling, acceleration will suffer.

Note that the 1941 Ford advertised 90 HP, 5 more than the earlier engines. This was accomplished with new distributor weight configuration designated by 11A on the shaft tang. The earlier distributors can be converted to the better advance curve for increased efficiency with the octane now available. Call me! I can rebuild with all NOS parts!



For Sale – The Estate of Tom Lumpkin will offer for sale Tom’s 1936 Ford Roadster. This is a unique opportunity to own the car that won “Best-of-Show” at the First Grand National V-8 Meet in Dearborn in 1973.



An older, but perfect restoration; 1st Grand National “Best-of-Show” pretty much says it all. Since there is no longer a National Best-of-Show category, it makes this Roadster all the more special. Those who knew Tom and this car know how finely he restored it.

A frame-off restoration with meticulous attention to every minor detail. Always garage kept of course, the “Late” ’36 Roadster is Light Fast Maroon with Tan leather interior, and a Tan top. It features Spydres, Radio, Wind Wings, perfect matching gauges, all correct late ’36 items including LB engine, etc. The car was also featured on the cover of the *V-8 Times* and National V-8 Club Roster. Responsible offers please. **Mike Mantua – or 443-562-2248 (C) or 410-531-3068 (H) or mjmantua@yahoo.com 04/11**



For Sale

- 1950 Mercury 4 Door Sport Sedan – beautiful, correct restoration, Maywood Green Poly over Trojan Gray, EFV-8 Dearborn and AACA Senior awards, radio, spot light, duals, and much more, \$25,000.
- 1953 Ford Customline 2 Door Sedan – new interior & trunk floor mats, new headliner, new wheel cylinders & brakes, new shocks, new chrome grill, Sheridan Blue, 63,000 mi, quality driver, \$7,800.
- 1953 Mercury Monterey Hardtop - Yosemite Yellow, correct black & yellow vinyl interior, ps & pb, Merc-o-matic, total rebuild and restoration: motor, trans, wiring and power components, EFV-8 Dearborn and AACA Senior awards \$28,500.

- Restoration Tools - Henrob welding gun, \$300 – 122 cubic foot oxygen and 75 cubic foot acetylene tanks w/ original bill of sale plus wheeled cart, \$300 – Victor gauges, lines, torch, tips, \$150 – engine storage cart on casters, \$60 – 3 ton hydraulic engine crane w/leveler, \$150 –
- Jane Helms – Woodstock, VA – 540-459-5890**



For Sale – 1948 Lincoln Continental Convertible – one of SL Ross's restorations. It is a very original car and everything works except the radio and an electric fuel pump and replacement O/D switch have been installed. The top and windows are slow in the cold but work. The car won AACA Preservation Awards and top honors with the LOC. It carried the Grand Marshall in the Alexandria St Patty’s Day Parade for the last 14 years. Drives well and shows great. The car is located in Piney Point, Md. \$67,000. There will be more cars and parts in the future. **Steve Ross – call 301-994-9707** with any questions.



For Sale – 1973 Mustang convertible – 351 Cleveland V-8 – four barrel – Hurst four speed transmission – excellent condition – garage kept its entire life – repainted in the original British green – new top was put on it about eight years ago. The engine was rebuilt at 84,000 miles it now has 98,700 on the car. New Goodyear radial tires were put on the car in 2004 along with many other parts. Asking \$16,500. **Free if You Can Use Them** – two 1946 doors and two front fenders for a Deluxe Coupe. Very little surface rust on the doors and some rust out on the fenders. **Tom Shaw – Leesburg, VA – 703-771-9374 04/11**



For Sale – ’46-’48 bug screen for grill, NOS; ’46-’48 grill bars, used, VG. ’48 trk radio adapter kit in box; ’40-’48 oil pan, intake manifold; ’48-’52 trk brake cables, new. ’36 orig. stainless horn grills. For ’40 - V-8 hood emblems (STD) new in box; hood latch – new; horn contact wire – new; 38-40 (conv.) Trico wiper tower & linkage For ’56 p/u windshield, used,

Automart continued on next page

Automart continued from previous page

good shape; seat track, VG. '337 c.i. V-8 truck motor and trans. for parts. **Jason Javaras – Fredericksburg, VA – 540-786-5819** 04/11



For Sale – 1951 Ford F1 Panel Truck – If you're interested or know of someone who might be, please get back to me. Thanks. **Allan Edwards, P.O. Box 2215, Front Royal, VA 22630 – 540-635-6865 (P) or 703-408-8372 (c)** 11/10



For Sale – 1952 Ford Pickup – restored, red with white grille, new engine rebuild, new bed with oak strips, fiberglass fenders and running boards, new interior, 6 volt. **Melvin Carroll, 703-575-0896, Great Falls, VA, 03/11**



For Sale – 1949 Mercury 4 door, 3 speed w/od engine runs; good brakes; most glass good; doors removed, blasted, primed, no "patching," back on car; floors are solid, small hole repaired; trunk good; rockers solid; frame good; nosed & decked, doors shaved, frenched headlights; most of car in primer; sheet metal very straight; new bumpers in wrapping; new gas tank; windshield visor; have all parts for original car; needs lower body work, lower fenders and dog legs; needs interior; needs exhaust \$5500 firm – **Dean Russell deano@cust.usachoice.net** 5/11



For Sale – 1941 Ford Convertible. In good condition. Asking \$25K OBO. **Henry Brown, (H) 703-941-5263, (C) 703-303-7307** 5/11



For Sale – Rebuilt distributors – 1937-1940 owners upgrade your distributor to the improved 11A advance curve for improved fuel economy, performance and cooler running. Complete rebuild with NOS parts, dwell and timed perfectly for \$160. I have some for less utilizing used parts or rebuild yours with what is needed. Also, have rebuilt 68/78 distributors with the original advance curve starting at \$75 exchange. No caps or coils. **Cliff Green 703-426-2662 cliffgreen@cox.net** 5/11



Wanted – a nice set of 21 stud heads – **Nick Arrington - nta1153@verizon.net** 04/11



Wanted – Looking for flathead Ford and Mercury stock camshafts for performance analysis experiment. Contact Lloyd Emery: email lloydemery@cox.net or cell 703-946 -9303 10/10

FOR THE LADIES

By Cliff Green



This is what the ladies had to do when their husbands were off to war. On military pay they had to save money any way they could. Rather than an expensive tow, this mother decides to tackle the repair herself. Most likely her husband gave her the basics before deploying. Note the radiator cap is on top of the fender.

What we have here is a '41 Deluxe Station Wagon. Deluxe models had only a stainless center grill and lacked wheel trim rings, among other things. However we see whitewalls – unusual at that time. The boy is eyeballing the jack in his right hand and Mom is reaching for the screwdriver in his left hand. These are part of the tool package that came with the car. Also, note the hammer – there is a saying "If you give a child a hammer everything's a nail!" We see gardening tools on the ground also. She is in clothes fit for gardening, so perhaps the car would not start on her way to the nursery?

Check out the after-market antenna and the dented left rear fender; will that surprise the father when he returns or was it there before he left? – Ed.

WELCOME TO THE CLUB

Dan Gillenwater
Herndon, VA
1951 Tudor Custom Deluxe

Earl and Ann Gillenwater
104 Sarvis Court
Stephens City, VA 22655

By Editor

Well, here it is the beginning of May and by the time the next *Valve Clatter* reaches you the Memorial Day Indy 500 will be history so I thought it might be nice to have a quick review of Ford's involvement in the 500.

Beginning in 1932, Ford provided Flathead era Pace Cars and other vehicles to the Indianapolis Motor Speedway in 1932, 1935, 1946, 1950 and 1953. Now before you get too excited, I have to tell you that the 1932 vehicle was a 1932 Lincoln KB Roadster.



Edsel Ford at the wheel of the 1932 Lincoln Pace Car – could that be Henry in the passenger's seat? He was also at the race.

This [YouTube video](#)* shows Henry and Edsel prior to the start of the race and there's a brief glimpse of the KB Pace Car just as the race starts.

Three years later in 1935 Ford really stepped up its involvement at Indy. Most notable was the collaboration with noted race car builder Henry Miller and Preston Tucker which led to the construction of the beautiful but flawed V-8 powered Miller-Ford cars. Ford also provided other vehicles including the Pace Car, a 1935 Convertible Sedan and at least one "Official Car," a 1935 Phaeton used by track stewards. Harry Mark, a Ford Dearborn Branch executive, is the only non-Ford family member to ever drive a Pace Car for the start. To see the 1935 Pace Car start the 1935 Indy 500 go to [YouTube](#).



* If you're reading this hard copy, the URLs for the YouTube videos can be found on Page 12.



The Indy 500 wasn't run during WW II, however, the Pace Car for the first post-war was a beautiful yellow 1946 Lincoln Continental Cabriolet driven by Henry Ford II. See the [YouTube](#) video.



The only Flathead Mercury used as a Pace Car was also yellow – a 1950 Mercury driven by Benson Ford. To catch a brief glimpse of this car at the start, go to [YouTube](#) and scroll forward to the 14:30 mark.



The final Flathead Pace Car was also the last of the fabulous Flatheads – a pearlescent white 1953 Ford driven by William Clay Ford, Sr. By 1953 Ford recognized the marketing potential of Indy Pace Cars and produced 2,001 replicas for sale. I've been unable to find an on-line video of the 1953 Pace Car but the May/June 1986 issue of *V-8 Times* has a series of excellent articles about these cars.



Cowtown 2011

(Really the Salem County Fairgrounds just down the road a bit from the famous Cowtown)

By Clem Clement

Ed. Note: This latest installment of Clem's Excellent Adventures arrived too late for inclusion in April's VC.

Fun day. Launched Sunday, March 27th in medium snow and roared to Cowtown, NJ. On the property at 6:15. First purchase at 6:16. None of my bud's had a hand cart so later I had to tell the seller he could keep my \$\$ and sell it again cause I couldn't lift it. For trains I saw a rusty Marx bridge for \$2 and left it. Will left a Marx engine for me at Frankie's booth. I found a bunch of junk I didn't need but our possé from Virginia wimped out on me so I didn't have any adults along to correct me. The guys from Frederick who had the 6 tables of rusty junk were there as well. I made 3 heavy passes...I think the Earth's magnetic pole moved again. I saw homefolks from the South Jersey Model A Club who remembered me. Nice to be remembered. I left a coffee on a guy's table and found it 2 hours later. Drank it anyway.

Saw a '32 pickup for sale and a mess of 32 iron. Kinda surprising.

I saw a booth with Old Glory on an open box on a canvas ON THE GROUND. I checked from a distance and it sure looked like Her. I mentioned to a couple of guys nearby that I was displeased and one said, "Well it is in a box." My comment was "Not good enough for me with two tours in Vietnam and Cuba action." I asked for the owner and found him to be a 25^{ish} young man. I told him I hoped he did not mind that I was moving Old Glory up to a table. I'm very pleased to report that he said he was sorry and please move the flag. He called me sir several times. He said something about it had been in his family. I was afraid to ask if it was a Service flag. My prime flag took the last blizzard hard. I'm OK as now I fly my late Mother's home flag which we used most of my life. It is a little stained but helps me remember.

I found two homey done girder bridges for my trains. I showed them to Frank Heiss, Sr. He estimated it would have taken a full class year of high school metal shop for someone to have built either bridge. Franks builds Dusenbergs so he knows how to estimate metalwork.

I jumped on two very old battery chargers. I figurederddd that they was so old that if I hooked

them together they might create old time electricity and save me money. Now I'm the proud owner of a set of three mismatched chargers as I had one at home as well. Jealous are you?? ? Then I had so much junk that I couldn't haul it to my auto so I bought a 10 speed bike for 10 bux: Folks, that is a dolla a speed. So If I go fast I can make money. Well now, I gots two chargers in a too big box plus my shoulder bag plus other iron on the bike seat and it don't fit. So I wedge the box between the handle bars. This holds the box securely and jams the handle bars sorta straight. So now I'm moving and happy but the car is getting farther away. A local cop comes by and figures out I needs help so he totes my chargers for me without charging for the chargers. Thus I made more \$\$.

I did find some neat Eagles memorabilia which will come to roost on some unsuspecting Redskin fan's auto...

On the way home at a rest stop, here come two guys wearing Buffalo Soldiers jackets. We hollered. They remembers my yellow Model A and will be in the Cherry Blossom Parade in DC in 2 weeks. Several years ago several of the solders rode in our Model A's. Home in time to watch Kansas take a nap.

I dunno how I coulda had more fun in one day.

CELEBRATING 75 YEARS OF THE 1936 FORD

Summer's almost upon us and that means warm weather, open cars and, unfortunately, bugs.





Saturday May 21, 2011
10:00AM - 3:00PM
LOCATION: CITY HALL (Between Rt. 123 & University Dr.)
 10455 Armstrong St. • Fairfax, Virginia
 Historic Old Town Fairfax—A Sense of Place

Live Bluegrass Music & Food!



Presented by:
 Northern Virginia Regional Group
 of the Early Ford V-8 Club
 City of Fairfax
 Downtown Fairfax Coalition
 Valvoline

A portion of the
 proceeds are donated
 to the Armed Forces
 Retirement Home
 in Washington, DC

**Come See the Model-T Ford
 Reassembled in 15 Minutes!**



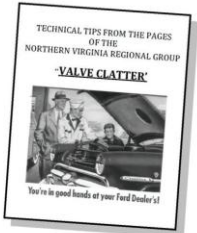
Saturday May 21st, at 1:00 PM

Don't Miss this Extraordinary Demonstration!

For more information go to: www.visitfairfax.com or www.nvrg.org • email: info@nvrg.org

**TECH
 TIPS**

Some 62
 TECHNICAL
 TIPS are
 contained in this
 36-page, 8 1/2 x
 11-inch,
 glossy page
 booklet taken from the pages of the
 NVRG award-winning VALVE
 CLATTER. Some written by engi-
 neers, chemists and mechanical
 members with years of V-8 experi-
 ence. Some by trial and error, some
 by research. You don't want to rein-
 vent the wheel – send for a copy of
 these informative tips.



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INDY PACE CAR VIDEO URLs

1932 Lincoln KB Roadster
<http://www.youtube.com/watch?v=jp9XGyww2Zo>

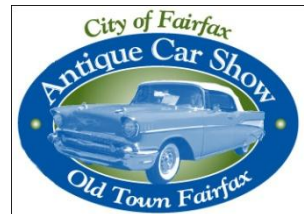
1935 Ford Convertible Sedan
<http://www.youtube.com/watch?v=uDCCDQ1Kf5s&feature=fwre>

1946 Lincoln Continental Cabriolet
<http://www.youtube.com/watch?v=vCSeMCh97E4>

1950 Mercury Convertible
<http://www.youtube.com/watch?v=C0bg3ztLGfk>



NVRG Calendar



May

7	53rd Annual AACA Shenandoah Region Apple Blossom Show - Jim Barnett Park – Winchester, Va – for more info contact Meet Chairman Duane Catlett, 540-869-6668 or 540-533-7376 (C)
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: 75 th Anniversary of the introduction of the Lincoln Zephyr – John Sweet – Refreshments: Bill Simons
14	Northern Virginia Rods & Classics Car Show – to benefit George Mason University athletics – George Mason University Field House – 9am to 1pm – registration begins at 8:30am
21	NVRG/City of Fairfax Car Show – Armstrong Street in front of City Hall – see page 12 for more info – contact Dave Westrate (dlwbaw@aol.com or 703- 620-9597) to volunteer
22-25	You are cordially invited to attend the Lincoln-Zephyr Owners Club Gathering of the Faithful 43 in Cumberland, Maryland from Sunday, May 22 nd through Wednesday, May 25 th 2011. For more information about the meet, meet schedule and registration information, please contact John Sweet on 703-554-5345 or via email at jsweet20@cox.net .
31	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
31	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

June

14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ice Cream Social and Art Show. Refreshments: Dave Gunnarson
19	Sully Plantation Father's Day Car Show – this is a multi-generational event – bring the whole family and join us for a picnic in the shade by the Woodie Club display
28	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

July

11-14	Eastern National Meet – Saratoga, NY
19	Membership Meeting – 7:00 pm – Nottaway Park – Program: Eastern National Meet Review. Refreshments: Maury Roesch
23	Annual NVRG Family Picnic – Art & Sarah Zimmerli's bucolic Amissville Farm – great friends, great food, gorgeous vistas and much more!
26	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



August – Drive-In movie night in Stephens City
 August 24-26 – Central National Meet – Auburn, IN
 September – Manassas Speedway "Stock Car" Races
 October – What else but Hershey?
 October – Annual Fall Overnight Tour





Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: **JOHN SWEET** 703-430-5770

Vice President	Jim McDaniel	703- 569-6699	FFX Show	Dave Westrate	703-620-9597
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Tours – Primary	Leo Cummings	703-866-9707	Web Site	Rick Parker	301-279-7145
Tours – Assist	Hank Dubois	703-476-6919	Newsletter	Ken Burns	703-978-5939
Programs	Eric Sumner	703-860-1916	Past President	Eric Sumner	703-860-1916

May Program: Henry Introduces the Revolutionary 1936 Zephyr

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



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

FIRST CLASS MAIL