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# Valve Clatter



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

2010 – Second Place, Early Ford V-8 Club Newsletter Contest  
2010 – Old Cars Weekly Golden Quill Award

Volume XXXIII, No. 6

June 2011

Ken Burns Editor

# FAIRFAX 2011

**Warm Weather, Woodies & Wheels...**

*By Dan Gillenwater; photos by Dave Gunnarson, Sandra & Cliff Green, Steve Zimmerli and Editor*



Show Chairman Dave Westrate's beautiful 1939 Ford Standard Woodie in front of stately Fairfax City Hall

I was up before the alarm, like an anxious boy on the first day of school. After a solid week of rain, the weather man promised a sunny day. I fired up the '51 Tudor and headed for the picturesque City Hall in Fairfax City. As the newest member of the club I didn't want to be late. When the other members began to arrive it was clear to me that this was a well organized event. Even I had a job. After introductions I was paired up with Bill Simons posting signs to guide the vehicles to the show. We jumped into Bill's '49 Woodie wagon and roared off with our payload. As we left the traffic light on University Drive Sheriff Jim McDaniel reminded us the speed limit limit was 25 with a quick blast of his siren on his '51 Ford Police Cruiser.

Back at the event there were tents to set up, banners to hang, and trophies to arrange. As vehicles started trickling in, I met up with show chairman Dave Westrate who treated me to a well-deserved cup of coffee and an extra large donut. We took a brief moment to attend the ribbon cutting ceremony for the city's first Community Garden situated on the well-manicured City Hall grounds. From our vantage point on the hill next to City Hall we could see the street was quickly filling with all kinds of classic and antique cars. From Model Ts, As and V-8s to

late models, and hand-crafted sports cars all classes were well represented.

When I returned to my shady "parking spot," I decided it was time to set up my chair and enjoy the Blue Grass band, but before I could really settle in and relax I was recruited to judge a "best of" class. "Hey, wait a

## *Up Front with the President*



### *June 2011 - Road Trips and Memories*

For those of you who are "wired" I hope you enjoyed John and Patty Girman's travelogue of their trip from Virginia back to California in their '53 Vickie. I am really looking forward to reading an expanded version soon in the **Valve Clatter**. The NVRG is an active touring group that likes to drive and put miles on the car, but this one was the classic trip west. I can't wait to read more details and see the pictures.

Being a Navy brat, I've had my share of cross country trips. I've even done the same trip that John and Patty did - 10 times, all before the age of 6 and on Route 66 to boot! As I grew older, our trips ended up being north-south rather than east-west, but they were always exciting and fun. It didn't matter whether it was a trip to the new duty station, or back and forth to Grandma and Grandpa's, it was a blast!

Of course, there was always a ritual associated with these trips. It would start several weeks before departure. My Dad would have sent off to AAA for tour books and a TripTik of the route. My Mom would scour the books for places to stop and sights to see. My sister and I would begin to collect toys (when we were young) or books and other stuff to help alleviate boredom during the trip. A couple of weeks before the trip the car would go in for service to just to check things out. The oil was changed, tires checked and engine tuned up. My job would be to detail the car. Wash and wax the exterior. Vacuum the carpets and clean the seats. Polish the windows inside and out (always an important job - my Dad would always carry along a bottle of Windex and roll of paper towels for touch ups along the route). The night before leaving I would go with my Dad to fill up the gas tank in order calculate mileage and my sister would help my Mom prepare the road meal - sandwiches, grapes, apples, pears and occasionally potato chips. The best meals were the cold fried chicken (normally a meal coming back from Grandma and Grandpa's).

Because of the distances involved, we would usually leave early in the mornings to try to make the best time that we could. In the early 1970s, there were a lot of Interstates, but not all the way through. We would have to detour onto state routes and follow the TripTik religiously, depending on AAA to guide us past the trouble. There was a certain thrill as you would follow your progress and turn each page of the TripTik knowing you were getting closer to your destination. Lunch was always a highlight, spent at a rest stop or wayside. As a special treat we would some times pull off into a Stuckey's or Howard Johnson's for ice cream. As for the hours spent on the road, my sister and I would read, count cars, cows, barns or even things in the car. Listening to the radio and finding a strong station to tune to could be challenge! Sometimes, as we entered a big city we were told to hush and let my Dad concentrate due to the busy traffic. Of course arriving at your destination was the ultimate thrill. While you were glad the trip was over and you were safe and sound, that anticipation for the next trip was always there because you knew that the adventure would continue!

Today, traveling has lost some of that anticipation and adventure. Cars are so reliable that very few of us would think twice about a trip across country. It's quicker and easier to pick food up along the way, and with iPods, DVDs and satellite radio you can be entertained for hours and miles without doing a thing. These changes are a good thing and it makes driving across the country easier, but I still appreciate the thrill (and headaches) associated with those old trips. I guess that's why I enjoy touring in an old car so much. I'd be willing to bet if you asked the Girmans, they'd say the same thing too! Safe and happy motoring and I'll see you on the road!

*John Sweet*

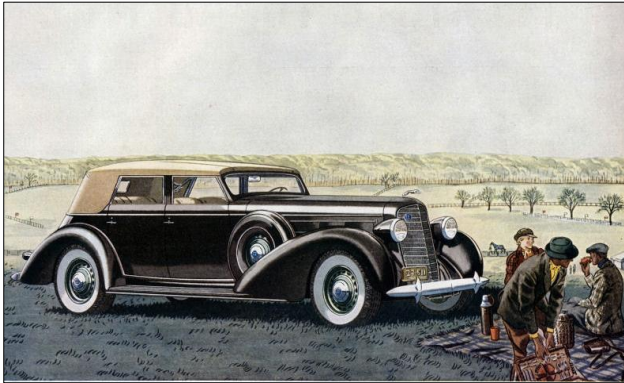
**The Diamond Jubilee of the Beautiful Lincoln Zephyr – 1936 to 2011**

*By Bill Simons (aka Mr. Torque)*

Club president and “blushing groom-to-be”, John Sweet, was the main speaker at NVRG’s May 10<sup>th</sup> meeting, delivering to the assembled masses a most interesting history and detailed account of the development of the famous Lincoln Zephyr.



But first a little pre-Zephyr history. Henry Ford purchased the Lincoln Motorcar Company in 1922 and Edsel Ford was soon named President. At that time Lincoln was producing large, expensive, limousine type automobiles that were purchased by the rich and famous during the 1920s.



1936 Lincoln LeBaron Convertible Sedan at the Maryland Hunt Cup

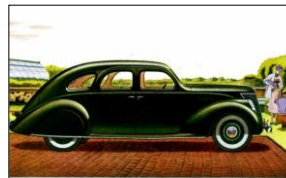
Then the Great Depression hit in 1929 and the sales of these expensive luxury cars known as the K and KB models, declined rapidly and steadily through the early 1930s. The top management at Lincoln could see the handwriting on the wall and knew that a major change was needed in order for the Lincoln brand to survive.

Edsel Ford drew in John Tjaarda of body manufacturer Briggs and designer Bob Gregorie from the Ford design studio to design a whole new line of Lincolns that reflected the economic reality of the times. Thus, on November 2, 1935 the Lincoln

Zephyr was introduced to America as a “medium” priced car with a price of \$1,275. That was twice the price of the average Ford but only one quarter of the price of the old K and KB models. The new Zephyr took America by storm! The body style was graceful, sleek, and streamlined and reflected the Art Deco styling that was so popular at the time.



Briggs made the bodies and shipped them to Ford where the same Lincoln employees that made the big expensive models also assembled the Zephyrs. The engine was modified to be more like a 12 cylinder V-8 developing 100bhp and the fit and finish was the same high quality as the K and KB models. As a result, the Lincoln workers kept their jobs, the Lincoln brand was kept alive and over 18,000 Zephyrs were sold in 1936.



1936 Lincoln Zephyr offered only two body styles

For 1937 Lincoln introduced a 3 Window Coupe body and the trunk was redesigned leading to a new line of specialized travel luggage known as “Zephyr Weight” luggage. It was specifically designed to fit efficiently in the newly shaped trunk space. Other than the new body body, styling remained basically unchanged leading to sales of over 30,000 Zephyrs.



Zephyr continued on page 6

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minute,” I exclaimed, “I’m a new guy, I don’t know anything about judging.” I was assured that if I could restore a vehicle I certainly had the knowledge to look over the field of cars and decide what I liked best in a particular class.



So I paced up and down the street. It gave me a chance to inspect the cars up close. I listened intently as some owners discussed what they had done: paint, interior, engine work, fabrication and other modifications. I realized we all shared the same passion for these timeless machines. In the end, an original car captured my vote but I must admit it was a very hard decision.

My judgment passed, I secured a hot dog & soda at the Knights of Columbus food concession and returned to my chair. I watched as a steady stream of spectators filed by. Some reminiscing about the memories it brought back. Others lifting their children to get a better look inside. “Grandpa drove one just like this” or “I had one of these in high school.” These cars are true time machines and Keith Randall said it best when I heard him say “I don’t think of myself as an owner but a caretaker.” We are all caretakers of the past preserving these cars for the future.

After the awards were handed out and the event was winding down I was ready to leave but the old Ford’s battery had other ideas. A team of “experienced” club members quickly assembled and diagnosed the issue. It was decided that a jump start was in order. The Green’s Acres ’40 Woodie arrived and I was underway in no time. As I drove off I recalled the day, the great weather we had, all the members I met, all the stories I heard and all the friends I had made.

### What a Difference a Day Makes

By Maurie Roesch

Daybreak on Saturday, May 21<sup>st</sup>, brought warm sun, blue skies and gentle breezes, a big change from

the week before which brought rain every day. What a difference just one day makes – everyone was thankful the weather gods chose to smile on us for our annual Fairfax City & NVRG Antique Car Show.

By 7:30 the Fairfax City Hall lawn was beehive of activity. The four Directional Sign Placement Teams were already in their cars putting out their lead - in signs. The Show Registration Team led by Don Lombard was already setting up their tent and tables.



The Parking Team led by Dave Gunnarson was out inspecting the parking areas and putting our Fords on the left side of Armstrong Street. The 50/50 sales Team of Eric Sumner and Ed Mascali were preparing tickets and checking on change. All of this activity was being orchestrated in his own quiet but highly effective way by Dave Westrate the NVRG Show Chairman. Dave is a very special man and a true professional. This was the 14<sup>th</sup> year he led the planning, organization and execution for the Show. The NVRG is deeply indebted to Dave for his superior service and exceptional leadership.

A number of the show cars arrived before 8:00 and a red Cadillac arrived before 7:00. In all a total of 95 cars registered for the Show (we had only 3 no-shows!). There were Packards, Corvettes, Lincolns, Chryslers, Chevrolets, Pontiacs and many others. There was a very rare and beautiful 1956 Mercury pickup. Admiral Tom Brooks, USN (Ret) was back with his elegant 1940 Packard convertible. There were four Early Ford V-8 Woodies from the NVRG Club out for “National Drive Your Woodie Day.”



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## ORIGINAL 1938 STAYS IN THE NVRG

### MY SEARCH FOR THAT 'SPECIAL CAR'

By Keith Randall

As many of you know, since joining the NVRG 96 Club some eight months ago I have been on the lookout for a prewar flathead V8 Ford that would become my special car. I have finally found that *special car* but, more about that a bit later.



First, a little car history about myself. I have been around old cars since I was a youngster. In fact, when I was eight years old my Dad 'gave me' a 1935 Packard! Looking back, I now realize that gesture was probably more of an attempt on his part to have me share in my mother's less than favorable response to another old car joining the Randall Family Fleet. Before my Dad was finished with the hobby, he had collected a 1916 Model T, two 1931 Model A's and a 1947 Crosley pickup. When you are bitten by the old car bug it is hard not to be in love with almost any vehicle that has points, a condenser and none of the modern pollution control devices.

I have supported my Dad's legacy by managing to hold on to both my first new car (1971 Chevrolet Monte Carlo) and my third new car (1980 Datsun 280ZX). This has not been an altogether easy task since my military career required my services in Viet Nam and more than a half dozen states before retiring. Additionally, during my military service I owned a couple of flathead Ford pickup trucks (1951 and 1952) that had to be sold when I was assigned to a new duty station.

Enough of my history, the 'Special Car' that I mentioned in the beginning of this article is a 1938 Fordor Deluxe (81A-730B) that is an amazingly original vehicle. It was built during February, 1938, and to this day has the original interior, glass, paint, tools, spare tire and other interesting items.



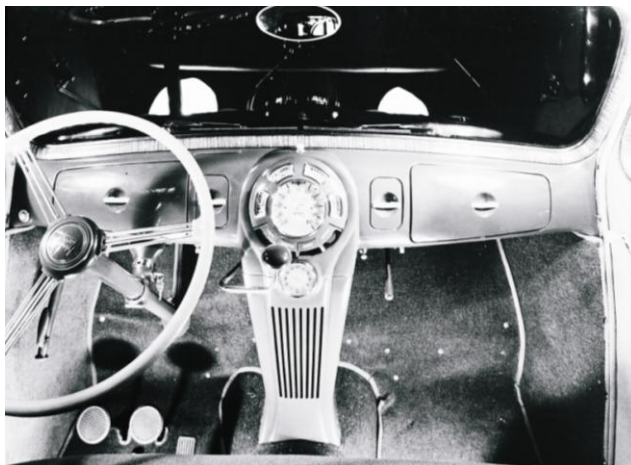
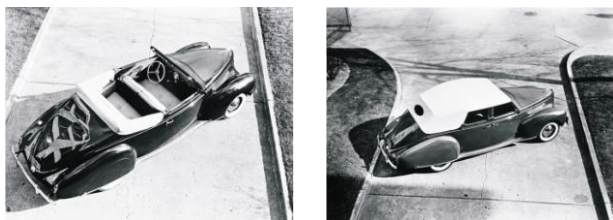
Ownership of the vehicle can be traced back to Abram Wessel of [Brandon, Wisconsin](#), who bought the car new and reportedly never drove it in snow or rain when he owned it. He walked to work! It is a car that has been in the NVRG 96 Club since July 1997, when club member Tommy Lumpkin bought it from Shirley Bergmann of Bergmann Laundry and Dry Cleaners of the Washington area. As the new caretaker of this special car, I acknowledge and thank Tommy Lumpkin for all the time and attention that he gave the car during the 14 years that he and Beverly were the owners.



I would be remiss if I didn't recognize the NVRG 96 club and members who helped me in my search and are assisting me in my flathead Ford V-8 mechanical learning curve. Know that the road trip, time behind the wheel of a flathead V-8, telephone calls, emails, bench time, manuals loaned and encouragement given are all greatly appreciated. Then too, know that I am always willing to lend an extra set of hands to anyone that may need them.

Currently, I am in the process of addressing a water pump leak, locating a proper six volt battery and renewing/changing the car's fluids. However, Susan and I are looking forward to a season of club activities with our 'new Ford.'

In 1938 two new models were introduced, the convertible coupe and the convertible sedan, and the floor-mounted gearshift lever was cleverly hidden behind the flowing center radio and clock tower.

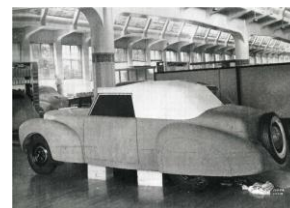
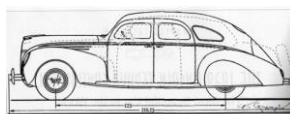


The price for the 1938 models was bumped to \$1,400 for the hardtops and \$1,500 for the convertibles. In 1939 the switch was made from cable brakes to hydraulics, the running boards were hidden and the vertical grill was introduced.



1939 Lincoln photo touts the stopping power of hydraulic brakes!

1940 brought a new bigger but lighter body and the new Lincoln Zephyr Continental model was introduced with a 125-inch wheelbase. It had a three-speed column shift, no running boards and a new "cooling" front bumper that lacked a middle section so that more air could flow through the front grill into the radiator.



From Bob Gregorie's initial sketch to a clay mock-up to the...

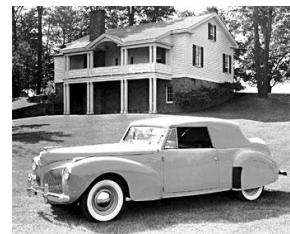


original 1940 Continental Cabriolet prototype

Both the Borg-Warner and the Columbia 2 speed overdrive transmission options were offered for 1941, as was an option for turn signals. In 1941 the Lincoln Continental became its own distinct model separate from the Zephyr.



1941 Zephyr Convertible Coupe



1941 Continental Cabriolet

By 1942 the Zephyr had lost its styling edge to Cadillac and others, and with America's entry into WWII, production of the beautiful Lincoln Zephyr was halted on January 28, 1942. The Zephyr name was dropped following the war with the post war models bearing just the Lincoln name.



Post-war Lincoln production restarts but bumpers and grilles are in short supply

The Lincoln Zephyr had a 10 year production run that produced 182,121 of some of the most beautifully designed automobiles ever produced in America. Today, the Zephyr is one of the most collectible cars manufactured by Ford and they command a premium price whenever one is for sale.

Fairfax continued from page 4

One of the most interesting cars participating in the Show was a sports car represented as a 1958 Jaguar because of the vintage of the frame. This car was hand crafted, had been completed in 2010 and its engine had been dynamometer tested to 675 Hp. This was legal street machine having been both licensed and inspected.



All day long the crowds kept coming. The grand weather brought out hundreds of spectators: many children in strollers, couples hand-in-hand, several distinguished gentlemen in wheel chairs and a raft of antique automobile aficionados remembering when. The Knights of Columbus from St. Leo's Catholic Church in Fairfax provided a much visited beverage and hot dog stand. The Fairfax City Fire Department conducted fire safety training in their Life Safety Demonstration trailer.



Frankie & Larrie Martin's granddaughter Sierra shows off her swag after going through the Life Safety Demonstration trailer

In the early afternoon the National Capital Area Model T Club put on their demonstration of assembling a Model T from a set of many parts. This assembly was done in the near record time of 11 minutes and 36 seconds to the delight of the gathered crowd. While all of these activities were going on the bluegrass band, New Old Time String Band, was doing a tremendous job of entertaining the crowd under bright and cloudless skies.



During the late morning and early afternoon a number of NVRG Club members were engaged in judging the registered automobiles in a variety of classes. This complex and labor intensive judging effort was very effectively led by NVRG's own Cliff Green. Cliff has vast experience in the judging arena with service at V-8 National Meets and many local shows. By 1:45 PM all the car evaluations had been completed, forms had been filled out, scores had been tallied and trophy winners selected in every class. The awards presentation was then conducted. NVRG's Bill Simons was the Master of Ceremonies and he again demonstrated his wit, charm and grace under pressure.



Best of Show – Ashley Williams and her 1931 Model A Deluxe Sedan

Like all things in life that are well planned and even better executed there was a real sense satisfaction within NVRG immediately after the Show. Many of the members gathered under the trees near the Old Fords to express their keen feelings of accomplishment for a job well done. Numerous thanks were expressed for the exceptional leadership of Dave Westrate.

Continued on Next Page



**Best of Show**  
**1931 Ford Model A – Ashley Williams**  
**Camper's Trophy & Awards**



**Mayor's Choice**  
**Steve Andreatos 1967 – Corvette**  
**Camper's Trophy & Awards**



**People's Choice**  
**Robin Smith – 1963 VW**  
**Camper's Trophy & Awards**

Best Early Car  
 Best of the 30s  
 Best of the 40s  
 Best of the 50s  
 Best of the 60s

Motion Promotion  
 Bill Worsham – State Farm  
 Andrews Auto Body  
 Rust Insurance Agency  
 Interstate Van Lines

Model T Truck – Mike Pangia  
 1930 Model A Coupe – Jim Grey  
 1949 Pontiac – Gary Penta  
 1957 T-bird – Susan Thorson  
 1964 Cadillac – Mark Lyon

Best of the 70s  
 Best of the 80s  
 Best Hot Rod  
 Best Custom  
 Best Commercial

Weber Tire  
 Quality Auto Body, LLC  
 Bubba's Rods & Customs  
 Bubba's Rods & Customs  
 Monitor Systems

1975 Cosworth Vega – Frank Seoane  
 1981 Jeep Scrambler – Dan Grulke  
 T Bucket – Ray Andrews  
 1947 Jeepster – Steve Cooper  
 1927 TT Ford Truck – Toney Hawker

Best Import  
 Best Ford  
 Best GM  
 Best MoPar  
 Best Orphan

Personal Touch Jewelers  
 Dunbar Armored  
 Nick Arrington – Auctioneer  
 Safford Dodge  
 Hard Times Café, Fairfax

1957 Jaguar – Al Iagnemmo  
 1934 Ford – Wayne Chaddington  
 1960 Corvette – Bill Dohatch  
 1947 Chrysler – Dave Blum  
 1947 Packard – Tom Bradley

Best Paint  
 Best Engine  
 Best Interior  
 Special Award  
 Valvoline Award

Fairfax Auto Parts  
 Business Benefits Group  
 Reliable Property Management  
 South County High Auto Shop  
 Valvoline Instant Oil Change

1968 Camero SS – Barry Williams  
 1956 Mercury PU – Jim Chesley  
 1967 Olds Convertible – Les Driscoll  
 1968 Camero SS – Barry Williams  
 1958 Jaguar-Lister – Bob Williams







**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 – Price Reduced!** 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. Now only \$48,000! 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, 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;**

**Automart continued on next page**

Automart continued from previous page

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](mailto: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 rebuilt 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](mailto:cliffgreen@cox.net) 5/11



**For Sale** – 1931 Model A Pickup. \$13,000. Contact **Leslie Pomeroy** at [lhpgab@yahoo.com](mailto:lhpgab@yahoo.com) 6/11



**Wanted** – 42-48 crankshaft pulley. Contact **John Ryan** [john@ryanweb.com](mailto:john@ryanweb.com) 703-281-9686 or 301-469-7328. 6/11




**Wanted** – a nice set of 21 stud heads – **Nick Arrington** - [nta1153@verizon.net](mailto: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](mailto:lloydemery@cox.net) or cell 703-946 -9303 10/10

## TECH TIPS

TECHNICAL TIPS FROM THE PAGES OF THE NORTHERN VIRGINIA REGIONAL GROUP  
**“VALVE CLATTER”**  
  
You're in good hands at your Ford Dealer's!

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 engineers, chemists and mechanical members with years of V-8 experience. Some by trial and error, some by research. You don't want to reinvent the wheel – send for a copy of these informative tips.

**Only \$14\* ppd**  
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**Fairfax Station, VA 22039**

### FOR THE LADIES

By Cliff Green



We have two ladies dressed to go to church perhaps? I believe that is a fox fur wrap as evidenced by the white tip on the tails. Nice jaunty hat and gloves to match. I bet she is the owner of this sleek 1938, V-12 Lincoln coupe. The lady in black is much more conservative, maybe her daughter?

At first I thought this was a factory photo, but looking closely at this Lincoln, one notes the hubcaps are not shiny and the right tire is in the mud. Also, the grill guard is not a Lincoln accessory. However, the ladies are gazing off into the distance as if posed. Again we have whitewalls, more likely on a Lincoln than a Ford, and if you look closely at the right tire you can see the double white wall. Now, if you scuff a tire real bad, then just mount it with the other side showing. More of a problem with lady drivers?

## OUT AND ABOUT

### Lovin' Winchester

*By Clem Clement*

My group arrived at 6:20 am to find an empty field. Them boyz started raggin' me about being on the wrong weekend. I told them not to worry. We continued up the hill and around the park with nary a sign of life. We drove to the back side where the base ball diamonds and the big pavilion are and there were the fleas (and one lonely potty.) A couple of guys had lots of Model A parts. I did see a trunk rack for \$2 and another for \$20 but I left them. I had two targets in mind and got both of them. I needed an opposite-side sided dog bone shock link and some kind of small lamp to use as a searchlight on a homemade train car. In a junk box was a cowl light from a 27 Chebby which is perfect. (It seems that Chebby rust is harder to remove than Ford rust...). A box of greasy Model A carb parts made a special Mother's day gift. One bud found a hand cranked air raid siren just like his grandfather used as an Air Warden during WWII. He was thrilled and hadda crank the thing everywhere. We told him that with one more crank and he was riding home on the roof. Also he nabbed a pair of 8x6" brass light shields that stick on the windshield for night driving. I had never seen these. The sheet brass was perforated so that headlight light shone thro but the glare was reduced. Rubber suction cups held the shields to the windshield. I'm thinking these were more effective on vertical windshields. The other bud found service bulletins for his '68 Pontiac Catalina. He did not know they existed and was thrilled to get them. He does not know how many different bulletins were issued. It is always good when all in the posse find something they absolutely needs.

In the car corral was a '59 Caddy that had belonged to Hank Williams. Sweet but some after-engineering had been attempted under the hood. Some vacuum lines were missing and the thing had a dual-reserve boosted brake unit. A nice two door Pierce was available for 38 big ones. Two hot rods showed up. One was an old school A roadster with a flat head in it. I forgets, but the other was newer and meaner. There were several other vehicles for sale as well.

We ran into Wick and had a nice chat. Wick was rushing about and then heading for a big auction in Bealeton. I hope he was successful. I saw lotsa friends which always makes for a good day. About 9

am the hungers jumped on us. We scanned the assembling show cars but did not go thru the show area. We did note an unrestored Cord on the field.

We did go to the famous Papermill Restaurant for eggs. Because of my surgery for gall bladder removal, them boys and the waitress would not let me have scrapple, biscuits and gravy or huge flap jacks. It ain't fair, but no sympathy was forthcoming from this group. Golly I miss gorging at the Papermill.

## BON VOYAGE

*By Cindy Dubois*



John and Patty Girman were honored for all they've done for the NVRG at a Bon Voyage Party on April 28, 2011, at the Red Hot & Blue barbeque restaurant in Fairfax. As most of you know, they moved to California last Fall. The move happened so quickly there was no time for a proper send off. Fortunately, their plan was to return here in the Spring and drive their '53 Ford Victoria (which was here in storage) cross country following parts of old Route 66.

While they were here, we were able to have our Bon Voyage party in the private Graceland Room. The Club completely filled the room. Members who came to see John and Patty were: Cliff and Sandra Green, Ken and Helen Burns, Bill and Liz Simons, Eric and Nancy Sumner and family, John Ryan, Hurrol Goodwin, Dave and Norma Blum, Leo and Kathy Cummings, Jim LaBaugh, Rick Parker, Art Zimmerli, Jim and Kathy Nice and family, John Sweet and Hank and Cindy Dubois.

Everyone ordered off the menu and, after dinner, John Sweet presented John and Patty with a blue polartec car blanket custom embroidered with a special NVRG logo reminiscent of the one used for the 2007 Eastern National Meet.

NVRG 2010 ANNUAL FINANCIAL SUMMARY				
BUDGET ITEM		INCOME	EXPENSES	NET
<b>Membership</b>				
	-			
	<u>10 Dues</u>	1,065.00		
	<u>11 Dues</u>	915.00		
	<u>12 Dues</u>	30.00		
	<b>Membership Total:</b>	2,010.00	30.57	1,979.43
<b>Calendars</b>				
	-	1,310.00	334.25	975.75
<b>Valve Clatter</b>				
		0.00	241.19	(241.19)
<b>Events</b>				
	Poker Run	30.00	272.71	(242.71)
	Fairfax Car Show	2,285.00	810.90	1,474.10
	Monthly Meetings	158.50	1,113.00	(954.50)
	Picnic	376.00	821.16	(445.16)
	Tours	1,421.40	1,152.63	268.77
	Xmas Party	1,600.00	2,387.00	(787.00)
	<b>Event Total:</b>	5,870.90	6,557.40	(686.50)
<b>Merchandise</b>				
	-	195.00	0.00	195.00
<b>Miscellaneous</b>				
		0.00	1,529.91	(1,529.91)
	(Contributions, PO Box, Website)			
<b>ANNUAL TOTAL</b>		<b>\$9,385.90</b>	<b>\$8,693.32</b>	<b>\$692.58</b>

#### Independent Auditor's Report

*Below is the text of the April 22, 2011 Independent Audit Report submitted to the Board of Directors by David M. Blum*

I have audited the Statement of Operations for the period of January 1, 2010 to December 31, 2010 of the Northern Virginia Regional Group, Early Ford Club of America.

I conducted the audit in accordance with generally accepted auditing standards. Those standards require that I perform the audit to obtain reasonable assurance about whether the Statement of Operations is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the Statement of Operations. An audit also includes assessing the accounting principles used and significant estimates made by Management, as well as evaluating the overall financial presentation. I believe that this audit provides a reasonable basis for my opinion.

In my opinion, the Statement of Operations referred to above presents fairly, in all material respects, the operation of the Northern Virginia Regional Group, Early Ford V-8 Club of America as of December 31, 2010.

/S/ David M. Blum



# NVRG Calendar



## June

14	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Ice Cream Social and Art Show. <b>Refreshments:</b> Dave Gunnarson. Bring the whole family and your Ford and/or other automobile-related art works to share with others. Build your own delicious ice cream treats while you socialize. Let Dave know you'll be attending: <a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a> or (703) 425-7708.
19	<b>Sully Plantation Father's Day Car Show</b> – this is a multi-generational event – another great family event – bring the whole family and join us for a picnic in the shade by the Woodie Club display.
28	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
28	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>


## July

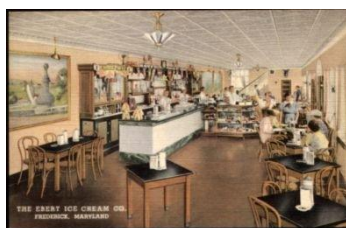
11-14	<b>Eastern National Meet – Saratoga, NY</b>
19	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Eastern National Meet Review. <b>Refreshments:</b> Maury Roesch
23	<b>Annual NVRG Family Picnic</b> – Art & Sarah Zimmerli's bucolic Amissville Farm – great friends, great food,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

## August

9	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Ford Dash Instruments – <b>Refreshments:</b> David Blum
20	<b>Drive-In movie night in Stephens City</b> – caravan out or join us there for some old fashioned fun.
24-26	<b>Central National Meet – Auburn, IN</b>
30	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
30	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road

	<p>September – TBD</p> <p>October – Armed Forces Retirement Home Auto Assembly</p> <p>October – What else but Hershey?</p> <p>October – Hershey Widows Night Out</p> <p>October – Annual Fall Memorial Overnight Tour</p>
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**Board of Directors**  
**NORTHERN VIRGINIA REGIONAL GROUP**

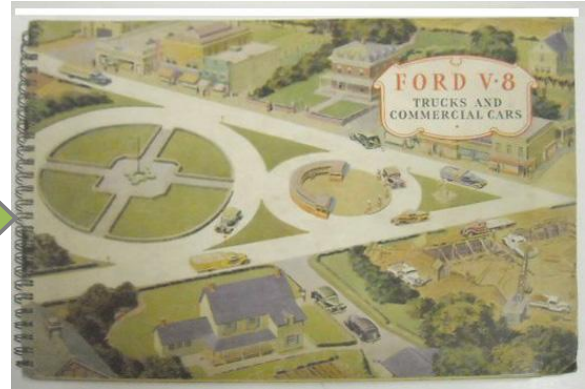


President: **JOHN SWEET** 703-430-5770

Vice President	<b>Jim McDaniel</b>	703- 569-6699	FFX Show	<b>Dave Westrate</b>	703-620-9597
Secretary	<b>Cliff Green</b>	703-426-2662	Property	<b>Mark Luposello</b>	703-356-3764
Treasury	<b>John Ryan</b>	703-281-9686	Refreshments	<b>Mark Luposello</b>	703-356-3764
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	Web Site	<b>Rick Parker</b>	301-279-7145
Tours – Assist	<b>Hank Dubois</b>	703-476-6919	Newsletter	<b>Ken Burns</b>	703-978-5939
Programs	<b>Eric Sumner</b>	703-860-1916	Past President	<b>Eric Sumner</b>	703-860-1916

**June Program: Ice Cream Social and Art Show**

Mark your calendar! The June Meeting is on Tuesday, June 14<sup>th</sup> 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**