



Northern
Virginia
Regional
Group



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

2010 – Old Cars Weekly Golden Quill Award

2010 – Second Place, Early Ford V-8 Club Newsletter Contest

Volume XXXIII, No. 8

August 2011

Cliff Green Guest Editor

Picnic People



By Rick Parker

It was a very warm (hot, actually), and very sticky day. The hardy souls in the NVRG journeyed off to Art Zimmerli's farm somewhere past Warrenton.

The weather did a wonderful job of convincing everyone to drive out in cars equipped with cold air. There was one old truck there, a '36 Ford 1 ½ ton, that Art had recently acquired on Ebay. It was showing plenty of patina, but it did run, and was in pretty good shape, including the front fender that has sort of been stitched together. Art intends to install a stake bed on the truck and use it as a farm vehicle.

Up Front with the President



August 2011

As you read this, I will less than 90 days from being married. Like many big moments in your life, you take time to reflect on certain things and that gets you thinking even more. You ponder things and wonder what the future will bring. Luckily for me, my future bride grew up with cars. Automobiles, although not necessarily Fords and Lincolns, have been a part of her life since she was a tot. We've actually had a conversation concerning this very subject not too long ago. I consider myself to be one very lucky guy when she said we should think about a convertible. I'm not sure what the make or model will be, and certainly not sure if it will be a Ford, but when things settle down in the future, I suspect I might have a second convertible.

And yet as a future family man, I can't help but think about the basic sedan. Not as flashy as convertible or even a stylish coupe, but solid and dependable – like a husband should be. I've always had a soft spot in my heart for the sedan, especially Fords. Thick B & C pillars, four doors, lots of room, solid colors and basic utility to all the jobs asked of it, a sedan has a lot to offer a new husband. For touring, they can't be beat. Comfortable, lots of trunk space for suitcases as well as for whatever my bride will shop for along the way (and she will shop – guaranteed!), a sedan can roll up the miles quickly and easily..

Since the initial investment of a sedan can be quite moderate, with lower insurance premiums and spare parts usually plentiful, a sedan gives you a high fun-per-mile value that few other cars equal. Whether it's an early car from the thirties, the solid dependable forties, or even the flashy fifties a sedan, especially a flat head Ford V-8, Lincoln HV-12 or Mercury offers the car collector a joy of ownership, a certain appeal, and a work-horse that will give you many hours of pleasure whether you're in the garage working on it, or touring on the road. Despite my love for these wonderful automobiles, I suspect that all things being equal in the future I'll break down and just say "Yes Dear" and buy the convertible.

Happy Summer V-8ing and see you on the road!

John



Jim, Eric & Mark inspect the "new" '36

Art has owned the 140 acre farm for about 50 years. The land is rolling with wonderful views of the hills. There are two ponds on the property, and we were informed that the larger one is stocked. Cliff Green brought his fishing tackle to give the pond a try.

The ruins of the house standing on the property date back to the Civil War. What we saw were two chimneys, and a pile of wood. Art informed us that the house had 25 rooms, and was built in 3 stages. He also mentioned that the first section had peg, the second section had hand-cut nails, and the third section had machine-cut nails. The house was standing at the time he bought the property and would have been too expensive to restore. Also nearby was a restored one room cabin that was once used as the slave quarters.



We partook of delicious barbeque, plus an assortment of desserts that the members provided. The picnic grounds had full shade and was on top of a hill. While the breeze was blowing, it was reasonably pleasant. Of

course, at some point the breeze stopped, and it got, well, thick.



Dave Gunnarson explains the details



Hank and Cindy annual treat!



Art also provided live music with a 5 piece blue grass band that entertained us all!

Thanks to Art Zimmerli and family for hosting a lovely event.

2011 EASTERN NATIONAL MEET (ENM)

July 11-14, 2011

By Cliff Green and Hank Dubois

Important criteria that I think make for a successful National V8 Meet are: 1) hosting the Meet at a quality hotel in a resort area or other place of interest, 2) having the Concourse close to the Meet hotel, 3) having the Concourse on grass, if possible, and, 4) having some interesting activities for attendees including some special events or other things for the ladies to enjoy. The ENM at Saratoga Spa State Park in Saratoga Springs, NY, which was hosted by the New England and Upstate New York Regional Groups, met these criteria! Of course, it also helps to have beautiful weather, which we did, except for a brief cloud burst during Concourse judging that had owners scrambling to keep their V8s' interiors dry.



The hotel in 1936 – note the woodie!

The Meet Hotel was the Gideon Putnam Hotel, (named after the man who developed the town of Saratoga Springs) built in 1935 and situated within the 2200 acre Saratoga Spa State Park. The hotel has been completely restored with a convention center and outdoor dining and, most importantly, it has excellent transportation to town and area attractions. The majority of rooms in this beautiful and historic hotel had been reserved for V8'ers attending the Meet. The front of the hotel featured a covered terrace with lounge chairs and this became a popular meeting place for V8'ers; it was also a great place to sell copies of the NVRG "Tech Tips". I was able to sell 61 of these gems over the course of the Meet with a profit of \$7 each!

Upon registration, I noticed that the Meet booklet showed no attendees from Virginia or any of the other States after Vermont. Apparently the printer had left off the last page of the registration list

Valve Clatter

and nobody noticed! However, in reality, a respectable number of NVRG'ers were present: Bob King from NH, Harry and Jeff Horrocks from MD, Bill and Sylvia Tindall, Cliff and Sandra Green, Keith and Susan Randall, Bill and Liz Simons, Leo and Kathy Cummings, new member Tommy Harper and his wife and son, John Ryan, Maury Roesch, Hank Dubois, and Jim LaBaugh. Bob, Tommy, Harry and Maury brought their V8's.

On Monday, the first day of the Meet, there was a technical talk on Houdaille shock absorbers, followed by the President's Meeting, the mandatory Judge's/Owner's Meeting and, in the evening, the Welcoming Party. Sandra and I had a sidewalk lunch in Saratoga Springs at one of numerous and delightful places to dine along the main street. We were very impressed with the town. Many of the stores that you typically see in shopping malls were on the main street: Chico's, Talbots, Joseph A. Banks and the like. The sidewalks were wide with a grass strip between the sidewalk and curb and there were flowers everywhere. The place was vibrant, even at night. The peak season for the town is the eight week thoroughbred racing season which starts at the end of July and the place is packed during that time!

The town became well known for its carbonated mineral springs which were thought to have healing properties. A horse racing track was built in 1864 and, with the railroad providing easy access from northeastern cities, Saratoga Springs soon developed into a resort area. In the 1930's, It was promoted by Franklin Roosevelt and, during his presidency, the Work Projects Administration built the Spa's neoclassical buildings which made Saratoga Spa's mineral baths the finest in the world.



Randall, Simons, Tindall, Ryan, Dubois, Green, Roesch

One of the Spa's buildings housed the State bottling plant which sent Saratoga's well known sparkling spring waters around the world. It is now the Saratoga Auto Museum which has our own Ken Gross on its Board of Directors. The museum was the venue for the Welcoming Party on Monday night. A band played music from the '30's to the '60's and serving stations, featuring delicious desserts and beverages, were set up throughout the two-story museum. We cruised among the cars while enjoying the goodies! Exotic vintage European cars (as well as a stainless steel '36 Ford Tudor on display to mark the 75th Anniversary of the '36 Ford) were featured on the first floor while the second floor was devoted primarily to vintage American road and track racing cars from the board and dirt track eras to NASCAR.



Cliff & Sandra Green, Liz & Bill Simons at the Welcome Party

Saratoga Spa State Park also features an outdoor amphitheater that seats 5,000 (with capacity for 20,000) and is the summer home of the Philadelphia Orchestra. Another building has been converted into a theater where the New York City Ballet performs in the summer. Did I mention that there is a 27-hole golf course that surrounds the hotel?



The grand event on Tuesday was the covered bridge tour. At 8:30 AM, nearly 80 V8s, about 35 modern vehicles, and a couple of truck & trailer "sweeps" lined up along the road by the hotel for the start of the adventure. (A Rouge Class '32 Model B 5-Window Coupe had its own truck & trailer following it.) The tour departed shortly before 9:00 AM and headed east. At most left hand turns and every stop sign/traffic light, local police were called on to stop traffic. Members of the host Regional Groups were on hand at all other turns to ensure (hopefully) that everyone stayed on course. This worked out fine



until somebody lost sight of the car in front of him, failed to see the RG member signaling a turn, and continued straight ahead with everyone

behind him following along! We lost 45 minutes straightening that out! In addition to going through 11 scenic covered bridges, we spent about an hour at Saratoga National Historical Park, site of the famous Revolutionary War battle, and ended up at Hemmings Motor News in Bennington, VT where we had a chance to check out their interesting vehicle collection. Along the way we stopped at a little park in small town Shushan, NY for a delicious box lunch and the opportunity to explore a most unusual and rustic museum within a covered bridge and an original one room schoolhouse.

This tour was long, both in time (over 9 hours) and distance traveled (over 165 miles) and, although it was accurately billed as an all day affair and was the only activity scheduled for Tuesday, it did cause a bit of grumbling among some of the participants. Fortunately, it was a nice clear day and the Upstate NY scenery was beautiful. We rode in Arel and Barb Brown's '35 Phaeton which had plenty of leg room and unobstructed views! The car acted up a couple of times, though, and had to be "roll started" but it did finish the tour.

Breakdowns included a '50 Victoria which ran out of gas and had tank sediment sucked into its pump and carb and, National President Bob York's '40 Coupe, driven all the way from Texas, which lost its clutch. Both were hauled away by the sweep trucks. Oh, remember that '32 Coupe with its own truck & trailer

behind it? About halfway through the tour, John Ryan and Hank Dubois stopped to help push the then disabled deuce onto the trailer! Everyone who drove a V8 on the tour received a special tee shirt commemorating this most memorable event.



John Ryan & Hank Dubois provide two horsepower!

On Wednesday, Concourse Day, the Judge's continental breakfast was held at the hotel. Judging assignments had been made on Monday afternoon at the Judge's/Owner's meeting. I believe there was a total of 188 vehicles on the Concourse including 63 to be point judged and 22 to be Rouge certified.



Roesch ,LaBaugh, Dubois, Cummings, Green, Randall

The site was the finest that I have seen for a Concourse. It was located on a long grass and tree-shaded area between elegant brick buildings and porticos, somewhat like a college campus. There was ample room between cars and the 26 featured '36's were arranged in a horseshoe pattern around a reflecting pool. An abundance of trees provided needed relief from the sun and that was a real plus.

This Concourse had a good number of commercial vehicles and early cars on display, including more '32's (13) than normally seen at a National Meet. There were some unusual vehicles too, like a 1 ½ ton '35 truck with a camper arrangement that had been used extensively by an Upstate NY revival gospel preacher and his wife.

During the day, the ladies went on a boat cruise on Lake George that featured a luncheon buffet. They thoroughly enjoyed this event but did arrive back after the Concourse had been released. That night, 14 of us went to the Saratoga Race Track and Casino for dinner at the Fortunes Restaurant overlooking the race track. We had a long table alongside the window facing the track and had fun placing \$1 and \$2 bets on the favorite and not-so-favorite trotters and pacers running that evening. No one was a big winner although a couple of the ladies did come out ahead – not so for the gents!



At the racetrack!

Instead of the traditional Awards Banquet at night, this Meet featured an Awards Brunch Buffet on Thursday morning. This allowed the participants to start their return travel early and spend one less night at the hotel. Tommy Harper won a Dearborn Award while Maury Roesch and Bob King won Emeritus Awards for their cars. Leo Cummings was awarded an Emeritus even though he did not bring a car! Leo had left before his name was called so Keith Randall went up to straighten things out and had to convince the awarding officials that he was telling the truth and that Leo really didn't bring a car!

All in all, I think everyone had a good time. The RG's did not have a big budget to work with and had few sponsors, but nevertheless pulled off a fine event – one to remember!

Rt. 66 in a '53 Ford

By John Girman

Many of you read the blog about our trip this past spring from Virginia to our new home in California including our travels on Rt. 66. Here are a few photos, taken on Rt. 66, along with a little analysis of the trip.



Before the trip, I went over the car, which had been in storage for the winter, using Hank Dubois garage and assistance. The car is basically stock, with only the addition of an after-market dual exhaust and radial tires. I checked the transmission oil, the rear end oil, the steering gear box oil, engine oil, air cleaner oil and the brake fluid and topped off as necessary. I drained the anti-freeze coolant and added straight water with water pump lube and water wetter. I also lubed the car. I added air to the tires, checked the ignition points and timed the ignition. I checked the spare parts in the trunk: carburetor; fuel pump; clutch disk and installation alignment tool; windshield wiper blades; a distributor complete with points, condenser and cap; gapped spark plugs; fuel line; overdrive relay and solenoid; electrical wires; and a Bendix. We took maps, AAA motel guides and the GPS. We were ready---Rt. 66 here we come!

Several NVRG members asked about gas mileage and other statistics. Gasoline was the biggest expense on the trip, much more than either lodging or dining. According to the GPS, we traveled a total of 3102 miles. (Our speedometer error is fairly large so we didn't use it for the statistics.) Our driving time was 56.2 hours, giving an average speed of 55.2 mph. Our daily maximum speed ranged from a low of 68 to a high of 73 mph. We averaged 7:01 hours of travel per day, with a shortest day of 4:50 and a longest day of 8:45.



Our overall gas mileage was 16.7 mpg. The best tank was 19.9 mpg while traveling in Missouri and Kansas and traveling at our slowest average speed. The worst tank was 13.9 mpg, while in windy Oklahoma. Some NVRG members have asked why we didn't get better gas mileage, considering that the car has an overdrive transmission. I think there are two reasons. First we were traveling with heavy cross winds on most days, which necessitated steering into the wind and increased tire scrub. Also, we were climbing steep grades on most days, often for many miles. I think our highest elevation was about 7500 ft above sea level. The other reason is that a '53 Ford is not very aerodynamic. There are many protuberances, e.g., mirrors, drip rails, windshield wipers, vent windows, door handles, bumpers and bumper guards, and frenched headlights. Tests from the 1950's list mileages of around 19-20 mpg at 30-35 mph and mileages of around 16 mpg at 60 mph for 1953 Fords without overdrive. Considering our speed and the conditions, our mileage seems reasonable.

The car had minimal troubles. With one exception, hot or cold, the car always fired up right away. The exception was vapor lock in New Mexico, while traveling in stop-and-go traffic with temperatures in the 80's. I think this was exacerbated by a



partially clogged fuel filter that I had installed some time ago. I changed the filter that evening and had no more problems. We lost two tailpipe extensions on rutted, gas station driveways on two occasions. And, the last day, when Patty adjusted the dash clock, the minute hand fell off. When we got home, I found a small leak on the

top fitting of the oil filter, which was spraying oil down the cowl and explains the unusual oil consumption of about a quart per thousand miles. But the real story is that we LOST NO HUBCAPS and if you've been on a tour with us, you know that is cause for celebration. It was a good trip and we enjoyed it thoroughly.



TECH TIP

By Cliff Green

Faced with a problem with Voles making holes in our side yard, large enough for the dogs to trip in, every over the counter remedy was attempted to eradicate the pests. I continually poured pellets down the holes and covered them over. Tried to flood them out – nothing worked as their tunnels expanded and entrances appeared all over the yard.



Surfing on line, I discovered that the voles/ moles are highly susceptible to CO2! Now, I had an idea. You would not want exhaust gas filtered by a catalytic converter – you want pure CO2 and all the goodies from a flathead exhaust!. I brought the woodie into play using my shop vac hose with a tapered nozzle to asphyxiate the suckers. RPM (hose pressure) could be adjusted with the throttle. The only caution is continuous operation will melt the plastic hose. You have to let it cool down frequently.

I have not had any more problems with the pests thanks to the flathead eradicator!

75 YEARS OF THE 1936 FORD



Starting in 1933 Siebert entered into an exclusive agreement to use Ford chassis on all of their vehicles. Starting with a standard Ford V8 sedan delivery whose body was made by Budd, Siebert cut the truck in the middle of the B pillar, lengthened the frame by either 24" or 36" then spliced in a second B-pillar to B-pillar door on each side of the vehicle. The very same technique is still used today by coachbuilders who manufacture hearses and stretch limousines. All passenger car-based Siebert coaches featured front-opening "suicide" rear doors hinged to the C-pillar, as did most of their truck-based conversions. In 1936 three versions were available, an ambulance for \$1470, a hearse for \$1370 and a service car for a very low \$1300.

For 1936 Siebert offered the Ford V8 Sedan Bus, an 8-door airport limousine made by chopping a Stock Ford Fordor Touring Sedan in half at the B-pillar and stretching the chassis to 190" and installing the four extra doors in-between the split B-pillars.

TECH TIP BOOKLET REPORT

As of July 26th sales have been doing very well! 222 have been sold with 78 remaining. These will be gone at the Central Meet. So far we have a net of \$1,284 including \$348 donated to the EFV8 Foundation. The remainder will bring in net \$546 more. If you have not subscribed – do it now!!

TECH TIP - Reflectors

By Clem

I have been worrying about them womens that always chases my 39 peekup. I was afraid they would run into me in the dark. So I began to study the end opening in the truck side upper edges. I bought some of those license plate reflectors at fall Carlisle (\$.25 each) and studied ways to install them in the tube-like opening. One easy solution was to sup several bottles of fine wine until I found two corks that would just fit in the openings. That was too much fun. The other day I came upon my pile of left over short pieces of rubber hoses. (I never throw out anything. These were left over from tasks long ago.) I removed the wing nut and spring on the reflector and squooze the stud into a wiper hose segment. Then that into a bigger hose and that into a heater hose segment. Almost the right size needed. A few wraps with fix-all (rhymes with duct tape) and the plug slides nicely into the bed-rail end. I hope I can be seen better at night now.



PS: Having done that, I'm guessing Pep Boys or Western Auto had something similar years ago. I don't remember seeing any. Also now I think I will work toward using those locations for turn signal lights.

PPS: At spring Carlisle I saw a dealer with LED lights mounted in the disk just the size to the items I used. \$10 each...

BURMA SHAVE

By Ken Burns

For those who never saw any of the Burma Shave signs, here is a quick lesson in our history of the 1930's and '40's. Before there were interstates, when everyone drove the old 2 lane roads, Burma Shave signs would be posted all over the countryside in farmers' fields. They were small red signs with white letters. Five signs, red signs with white letters. Five signs, about 100 feet apart, each containing 1 line of a

4 line couplet and the obligatory 5th sign advertising Burma Shave, a popular shaving cream. Here are more of the actual signs:

DON'T STICK YOUR ELBOW
OUT SO FAR
IT MAY GO HOME
IN ANOTHER CAR.
BURMA SHAVE

TRAINS DON'T WANDER
ALL OVER THE MAP
'CAUSE NOBODY SITS
IN THE ENGINEER'S LAP
BURMA SHAVE

DON'T LOSE YOUR HEAD
TO GAIN A MINUTE
YOU NEED YOUR HEAD
YOUR BRAINS ARE IN IT
Burma Shave

DROVE TOO LONG
DRIVER SNOOZING
WHAT HAPPENED NEXT
IS NOT AMUSING
Burma Shave

BROTHER SPEEDER
LET'S REHEARSE
ALL TOGETHER
GOOD MORNING, NURSE
Burma Shave

CAUTIOUS RIDER
TO HER RECKLESS DEAR
LET'S HAVE LESS BULL
AND A LITTLE MORE STEER
Burma Shave

THE MIDNIGHT RIDE
OF PAUL FOR BEER
LED TO A WARMER
HEMISPHERE
Burma Shave

SPEED WAS HIGH
WEATHER WAS NOT
TIRES WERE THIN
X MARKS THE SPOT
Burma Shave

Do these bring back any old memories? If not, you're merely a child!



Thanks to the V8 TELEGRAPH of RG 127 (UK)

EMAIL BAG

Ken Burns

I received a call from Steve Groves on July 15th. He asked that I let members of the NVRG know that he has been diagnosed with stomach cancer and will be forced to miss some of our activities as he undergoes treatment. Please keep Steve, Diane and members of their family in your prayers and thoughts as he fights this disease.

Ken Burns

Bob Wild was buried at the Arlington National Cemetery with Full Military Honors.



Attending were: Ken & Helen Burns, Don & Tina Lombard, Hank & Cindy Dubois, Don Pualy, Jim McDaniels

Jim LaBaugh

Attached is a photo from the meet that may be of use. I was able to get photo including entire horse, cart, and rider. By the 10th race we had seen 85 horsepower, one horse at a time.



Tommy Harper

I hope to see Dave and meet some of the other club members in Saratoga Springs, NY next week. Believe it or not, I found the following correct items: water pumps for both sides; intake manifold; a taupe rubber front floor mat; brown fan belt; eight three piece Champion 7 spark plugs; gas tank drain plug; crankcase breather screen; decals for the air cleaner and crankcase breather; horn tube; and a three layered wiper blade. All of this will be completed before next week. I am hoping the car will score high enough to earn a Dearborn.

Hank Dubois

Yes, Tommy did receive a Dearborn at Saratoga! The judges ended up deducted about 30 points but that still put him well above the 950 point Dearborn minimum. The car looked great and the judges were very complimentary about it. I had signed up to judge '35/'36's but ended up judging woodies instead because they already had a full squad of judges for '35/'36's. When I talked to Tommy after the car was judged and at the Awards Brunch on Thursday morning, he was already talking about fixing some of the deductions so he is definitely hooked!! (Is that right Tommy?)

Vern Parker

Sunday, September 4, 2011 is the date for the next Sweet Dreams invitational antique car show. The event, featuring vehicles that have been the subject of articles by Vern Parker, will be at the Spring Hill Recreation Center in McLean, Virginia. The free, five hour car show starts at 10 am. Spring Hill Recreation Center is located at the intersection of Spring Hill Road and Lewinsville Road.

Bull Run AACA

SEPT. 17 -- 36th Annual Edgar Rohr Memorial Antique Car Meet. Manassas Museum, 9101 Prince William St., Manassas, VA. 10 AM to 3 PM. Antique vehicles through 1986; street rods; trucks; motorcycles; "HPOF" vehicles through 1976. Swap meet and car corral. Rain or Shine. Sponsored by Bull Run Region, AACA. Free spectator admission and parking (across street). Situated in historic Old Town Manassas with nearby shops, 8th Annual Old World Festival, and "Bands, Brews and Barbecue" festival. Registration: \$15 before 9/9/11, \$20 thereafter. Info: Jon Battle, (540) 364-1770, terraplane@verizon.net Website: <http://www.bullrunaaca.org/>

FOR THE LADIES

By Cliff Green



Welcome to the Zephyr Dinner. You have three choices to sit – inside, outside on the patio or in your car. Blow the horn for curb service it says. And there is the pretty curb girl with the apron anxious to take your order. The diner is made from an old railway passenger car (hence the name) which was typical of dinner construction. It looks like the smiling owner waiting to greet the customers. He has not paved the parking lot yet because I bet he just opened for business and wants to protect his cash flow. Note the flowers behind the Pall Mall bellboy!

Now, pulled up by the entrance is a snazzy new '49 Ford tudor. You can tell by the door handles that pull out that it is a '49 – the '50-'51's have push button door handles. Ford produced over 559,000 of this body style. This dramatic change over from the '48 saved Ford Motor Company.

JULY MEETING

Maury Roesch provided sumptuous refreshments for the well attended July Meeting. The program was a slide show of the Eastern National Meet in Saratoga Springs by Cliff Green. His 150 images were not just



cars lined up in the concourse, but a portrayal of the event with pictures of the area, events and NVRG members. After seeing the images, many wished that they had gone.

**VALVE CLATTER
2011**

CALL FOR NORNINATIONS

According to the club by-laws the call for nominations to the Board of Directors must be mentioned in the August VC. Here is an opportunity to help the club with fresh ideas, strengthen you relationship with the movers and shakers and eat out with the guys the fourth Tuesday of every month. The BOD meet at 7:30 at the Oakton Library.

HURRICAN SEASON HAS ARRIVED!



CENTRAL NATIONAL MEET

So far Bill Selley, Hank Amster, Dave Westrate and Cliff Green are going to the CNM in Auburn, IN. Here is a chance to see the Early Ford V8 Foundation Museum and all the surrounding car museums in the area. The hotel rooms are cheap and a ride can be arranged.

HOW TO SPOIL YOUR WHOLE DAY!



NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



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.
- 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 – '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; 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



Automart continued on next page

Automart continued from previous page

For Sale – 1931 Model A Pickup. \$13,000. Contact Leslie Pomeroy at lhpgab@yahoo.com 6/11



For Sale – 1950 Ford Custom Fordor. V-8 and O/D. 42,765 mi. Twin side view mirrors, chrome wheel covers, and skirts. Immaculate chrome, excellent upholstery, no apparent rust. Good paint with a few thin spots. Original 6-volt system, electric fuel pump and duals. **Bob Kelly**, Arlington, VA. 703-536-8583 or bob43jeep@aol.com 7/11



For Sale – two club jackets – \$5 ea. XI and Med – **Frances Jenkins**, maey00@comcast.net 7/11



Wanted – 42-48 crankshaft pulley. Contact **John Ryan**, 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 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 Sale

Restored by owner, a Dallas, Tx fireman, from 1972-1978 (body off). Car was driven to V-8 local and National Meets all over the west coast and as far east as Charlotte, NC from 1978 to 1989 at which time the owner died. The car was parked in his Daughters garage and seldom driven from 1989 to 2010.

I can find no evidence of previous rust repair or accident damage. Paint is medium green acrylic lacquer and is very good for it's age.

Interior is original style mohair and is serviceable but not perfect. Wood graining is good.

I have gone completely through the fuel, hydraulic, and electrical systems (still needs some electrical attention).

Engine is period correct and does not smoke or burn oil.

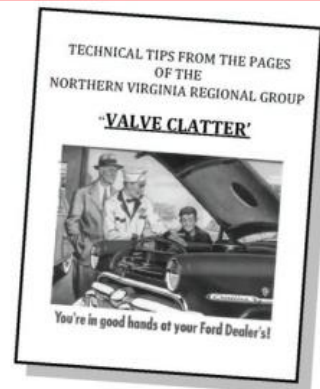
Comes with very desirable Columbia Overdrive system (system is for 46-48 models).

The car comes with a 40 yr. collection of new and used parts and 40 years collection of literature, trophies and event badges.



Call or email for parts lists Don Fowler 336-644-1918 drfmwf@triad.rr.net

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 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

**\$2 from every sale goes to the Early Ford V-8 Foundation*

Send Check/Money Order to:
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6214 Militia Ct.
Fairfax Station, VA 22039

August Drive-In Movie Weekend

Saturday, August 20, 2011

Now the **DRIVE-IN**
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brings you a miracle in sound...

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With installation of RCA IN-CAR SPEAKERS, the drive-in theatre now offers you absolute tonal fidelity in sound reproduction . . . This IN-CAR SPEAKER achieves a new realism and perfection in tone, equal to the finest radio in the land!

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Visit the DRIVE-IN THEATRE soon and thrill to sound unblemished by distortion . . . you'll readily agree that RCA'S new IN-CAR SPEAKER is truly a miracle in sound!

TONIGHT PAT O'BRIEN · CLAIRE TREVOR · HERBERT MARSHALL
CRACK-UP

Story of a man who couldn't forget a kiss... or remember a killing!

Depart Fair Oaks Mall @ 2:00 PM and caravan to Stephens City, VA via Routes 29, 55, 522 and 277.

Arrive, and for those staying overnight, check into the Holiday Inn, Stephens City, VA @ about 4:00 PM. Note: A block of non-smoking rooms (each with two double beds) is being held for us until August 13. Call the hotel at 540-869-0909 by August 13 and ask for a room from the Early Ford V-8 block. Price with tax is \$69.55.

We will rendezvous there with those driving in from the surrounding area.

We will leave the hotel around 5:00 PM for dinner at the Roma Restaurant in Stephens City near the hotel. (The Roma features Italian and Greek cuisine and their menu can be viewed at www.RomaCasual.com. They offer a 10% discount to Holiday Inn guests.)



Movie is at the Family Drive-In in Stephens City @ about 8:00 PM. Bring an FM radio/boom box, lawn chairs and a sweater or jacket in case it's cool.

Sunday, August 21, 2011

After breakfast at the hotel, we will drive to Millwood, VA via Routes 277 and 50 to visit the delightful Red Schoolhouse Antique Shop (C. 1858) and the Burwell-Morgan Mill (C. 1785), a restored 18th Century grist mill owned and operated by the Clarke County Historical Association. The Mill Manager will open the Mill early for us and will be our guide to this remarkable historic site. We will then drive to Upperville, VA for lunch at the Hunter's Head Tavern before caravanning back to Fairfax via Route 50. If we have time and feel so inclined, we may stop at a winery near Middleburg, VA.

So, (1) mark your calendars for August 20&21, (2) make your hotel reservations by August 13 if you plan to stay overnight, and (3) give me, Hank Dubois, a call @ 703-476-6919 or send me an e-mail @ hcdubois@juno.com, so that I can make reservations with the restaurants.





NVRG Calendar

<u>August</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ford Dash Instruments – Refreshments: David Blum
20	Drive-In movie night in Stephens City – caravan out or join us there for some old fashioned fun. See Page 3 for more details. Hotel reservation cutoff date is August 13 th .
24-26	Central National Meet – Auburn, IN
30	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>September</u>	
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Movie Night – “ Red Dirt Rising ” – a true story, set between 1939-49, full of moonshine and flatheads – Refreshments: Mark Luposello
18	19 th Annual Alzheimers Benefit Car & Truck Show. Frederick MVA, 1601 Bowman's Farm Lane, Frederick, MD . Food, Vendors, Music, Raffles, Auction, Moon Bounce. Gates open 8 am, show 10 – 4. Entry by donation. More info: www.hmccc.50G.com or 567hmccc@comcast.net .
26	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>October</u>	
2	Armed Forces Retirement Home Auto Assembly -
3-8	What else but Hershey?
6	Hershey Widows' Night Out - half Price menu night at Brions Grille
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey Review – bring your pix and newly found treasures to share Refreshments: Mike Prater
TBA	Annual Fall Memorial Tour
25	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



December – Holiday Gala



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



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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

August Program: Ford Instruments

Mark your calendar! The August Meeting is on Tuesday, August 9th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



FIRST CLASS MAIL

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