



Northern  
Virginia  
Regional  
Group



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# Valve Clatter



## 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. 9

September 2011

Ken Burns Editor

# A NIGHT AT THE MOVIES

Drive-In Movie Weekend – August 20-21, 2011

Or

What's a Little Rain on the Way Home after a Great Tour?

By Susan Randall – Photos by Cliff Green and Editor



With great anticipation we prepared for our excursion to Stephens City. This was the first road trip we would make in the '38; Keith spent the week getting the car road-worthy and Susan was just plain excited.

From Fair Oaks Mall, with Hank DuBois in the lead, we headed west on I-66 for a short distance and then took VA-55 and other back roads through the beautiful countryside. It didn't take long before those following our car asked to go ahead of us, as we were smoking to beat the band. Thus, we quickly assumed a position in the rear of the caravan, a position historically held by Ken Burns before the engine rebuild. We arrived at the Holiday Inn Express about 4:00 pm and received engine consults in the parking lot. After parking the cars, chatting, checking in to our rooms and more chatting, it was off to the Butcher Block Buffet next door. If it wasn't on the buffet line, you didn't want it anyway, and no one left hungry. So, after dinner, the group was rounded up and we started out for the Drive-In.

**Movies** continued on Page 7

## *Up Front with the President*



### *September 2011*

Hey V-8ers,

Hope everyone enjoyed the drive-in movie outing last month. I understand it was very well attended and kudos to **Hank and Cindy Dubois** for making it come off like clock work. We're working on several other neat events for the remainder of the year, so keep tuned to the *Valve Clatter*.

Speaking of the *Valve Clatter*, this month's issue also has a notice about soliciting nominations for the Board of Directors. The Northern Virginia Regional Group is one of the most active around and that's because we have members that like to get involved. If you'd like to be on the Board, or even just have an interest in seeing what the Board does, you are welcome to join us on the last Tuesday of each month at the Oakton Library, just off of Hunter Mill Road at 10304 Lynnhaven Place in Oakton. We have dinner at Santini's NY Deli on Rt. 123 at 6:30 pm and then hop over to the Library at 7:30 pm to start the meeting. Believe it or not, it's fun and very interesting to see how the club works. If you're interested, please feel free to join us.

In other news, I received a phone call a few weeks ago from a man who was looking for parts for his Lincoln. He has a post-war 5-Window Coupe. He thought I had a '48 Convertible, but I told him that I had traded it and now had a '46 Continental. I asked him how he had gotten my phone number. Believe it or not, he had gotten my name from an old 2005 Vern Parker story about the '48 on the internet. Did a little research, and ended up with my phone number.

The internet is a great tool that allows you to do lots of neat things, but sometimes you have to wonder about how you keep your privacy private anymore. Check it out for your self; search for "Vern Parker 1948 Lincoln." As for my privacy, I don't know how to answer to that one anymore but I guess I'll still check Craig's list from time to time for those "diamond-in-the-rough" V-8 gems! Hope to see everyone at the next meeting; until then happy V-8ing!

See you on the road,

*John Sweet*

## AUGUST MEETING

### Ford Dashboards, Gauges and Other Accoutrements

By Keith Randall

The topic for discussion at the August 9<sup>th</sup> meeting was Ford dash gauges. Hank Dubois, Dave Westrate, Eric Sumner and Ken Burns all brought examples to the meeting. Each, in turn, explained the particulars of design and function of the parts displayed. Other members present volunteered their experiences and asked questions.



Eric Sumner and dash instruments and gauges on display

Hank spoke about the Hydrostatic Fuel Gauge, Speedometers, Clocks, the Columbia Overdrive and even the lowly Ashtray and rare 1935 Ashtray Radio Head. Eric talked about Ammeter, Fuel, Oil and Temperature Gauges and the extensive use of Bi-Metal Strips in their operation. He also gave suggestions on how to best trouble shoot a gauge's operation. Ken gave a detailed explanation of the 1941 Ford Dash and Components that included Speedometers, Gauges, Clocks and Dash Trim Panels. Dave pointed out the differences in the Speedometer/Trip Odometers that were installed in the 1939 Deluxe and Standard cars, clocks and even brought in a New Old Stock (NOS) dash panel for a 1939 Station Wagon.



Dave Westrate hold up a NOS 1939 Ford Woodie Dashboard

Some highlights of the presentations follow:

✚ **Hydrostatic Fuel Gauge** – The one discussed was used from 1932 into 1935 and consists of three parts, the dash gauge, tank unit and air line. When operating correctly, the air tube and air chamber of the tank unit and the air line are all filled with air. The trapped air pressure in the tank unit then is communicated thru the air tube and air line to the gauge in the instrument panel where it is recorded by the rise and fall of the red liquid in the glass sight tube. Got that! (Rube Goldberg could be given credit for such an engineering marvel!) When new, this system reportedly worked well; however, the delicate copper air line and corrosive formula used for the red fluid soon dictated changing to another type of system.

✚ **Speedometers** – Delco, Stewart-Warner and Waltham were all said to have provided Ford with Speedometers. It was generally agreed that the Waltham unit was the rarest of the three. As to the odometer, the DeLuxe car trip odometer has 4 digits for recording mileage while the Standard car has but 3 digits.

✚ **Ash Tray/Radio Head** – In the 1937 and earlier V8 Fords the radio head was installed in place of the ash tray that is located in the dash panel. The early dash ash trays were round and rotated to open and close. An interesting fact is that on the backside of the ash tray is a rough surface designed for striking a safety match. 1938 was the first year that a dedicated location and grill work for a radio installation was provided for in the dash.

✚ **Clocks** – Both wind-up and electric clocks were found in V8 Fords. 1935 was the first year for an electric clock. A NOS Jaeger electric clock was on display and passed around for inspection. The wind-up clocks sometimes required creative installation as evidenced by the 1941 Ford. In those cars the stem could either be found inside the glove box or projecting thru the dash trim panel. The location of the stem was determined by when the clock was manufactured (early thru dash; late in glove box). Three different dash trim designs were used in 1941 and instrument and clock the hands could either red (early) or white (later).

✚ **Bi-Metal Gauges** – Bi-Metal is used extensively in both gauges and sending units. So what is Bi-Metal? Simply stated, it is metal that when

Dash continued on Next Page

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heated by an electric current changes shape. This changing shape (bending) can be engineered to open and close contacts. The fuel, oil, and temperature gauges in the later V8 Fords all use bi-metal in their design to generate a gauge reading.

🔧 **Columbia Overdrive** – It was explained that the overdrive system's operation required vacuum pressure for activation. Carburetor vacuum is used to actuate a clutch valve, a control valve and finally the Columbia valve (at the differential). It was also pointed out that a compensator for the speedometer has to be attached to the rear of the speedometer to correct for indicator error when using the overdrive. In addition to the vacuum connection, there is complex mechanical linkage that has to be installed to operate the unit. However, once installed and working correctly the overdrive delivers improved gas mileage and allows the engine to work less hard by reducing engine rpm for the speed desired.



Some of Hank Dubois' primo '35 instruments including an ashtray radio control unit, a Jaeger clock and controls for a Columbia Rear Axle

Another great presentation with lots of information shared. Thanks again to Hank, Dave, Eric and Ken! Thanks too to David Blum for providing the refreshments that kept our brains energized!

## FOR THE LADIES

**Yumm!! What calories?**

*By Cliff Green*

*(Here's another great vintage restaurant picture from Cliff – this time of a drive-in complete with a perfectly coifed car hop. And, as you know, I'd never miss the opportunity to run another picture of a beautiful Woodie. Ed.)*



Did the ladies count calories back in the late '40's? How about the feathered cap on the driver! Would she wear that to the grocery store? And the curb girl, would she be on roller skates, I wonder? That hat she has on does a number on the hair, eh?

I hope that tray stand does not scratch the mahogany panel of this '46-'47 Mercury station wagon. You know it's a Mercury because of the stainless steel hood trim. The Ford hood spear is smooth while the Mercury has ridges. It has a hood ornament so we know it is not a '41. I don't think it is a '42 Mercury because Mercury only built 726 of these beauties before production was shut down "for the duration." It doesn't look like it has the short hood trim like the '47 "Spring Models" introduced on April 3, 1947 and carried over to the '48s so it's maybe it's a '46 to early '47 model. Ah, details, details!

Now, one of the refreshments is obviously a Sunday, but what is in the large glass? Perhaps it is a Frappe as they say in New England, or milk shake as it's called in Virginia. Whatever, it does look yummy!



**CONDENSER AND COIL COMPATIBILITY ESSENTIAL**

*By Pat Goss of Goss's Garage*

*(NVRG member Mike Mote sent us this excellent article about the importance of using a compatible coil and condenser combination and the reasons why. This article was originally published in the "Magneto," the Historic Fredericksburg Region AACA newsletter. Ed.)*

The coil and the condenser on an automotive ignition system are matched to form a simple electronic oscillator circuit. There are 2 important factors to consider: spark plugs use only what voltage is needed not what is produced and ignition systems always produce the maximum amount of voltage at all times in anticipation of maximum need.

That means if the system produces 20,000 volts but the spark plug only requires 5,000 volts the leftover voltage has to be dissipated. These are typical ignition system voltages and this is where the oscillator circuit comes into play. With only 5K instead of 20K being used the remaining 15K has to be dissipated. This is done by the residual in the coil charging down the wire toward the open points and finding a direct path to the condenser. The voltage charges the condenser which, once charged, causes the voltage to return back to the windings of the coil. In the coil some of the voltage is converted into heat and magnetism and the remainder once again flows back to the condenser. Again once charged the condenser allows the now lower voltage to flow back into the coil where more is converted into heat and magnetism. This back and forth of ringing between the two parts causes the residual energy to be dissipated before the points close to prevent them from melting from high voltage.

For all of this to work properly the resistance of the coil and the capacitance of the condenser (capacitor) have to match electrically. If they don't there will be too much electrical energy left when the points close (completing the circuit to ground) and the points will burn rapidly. The match between the condenser and the coil is based on the resistance of the coil windings and the capacitance of the condenser (measured in Farads or fractions of Farads). Bottom line is that in most cases you can't use just any coil or condenser as the residual voltage may not be right and the coil output may suffer.

You can measure the resistance of a coil using a digital volt ohm meter if you have the specs. You can

also get some idea about the condenser using an old analog volt ohm meter. In this case you put the meter on a high ohms scale and connect the test leads to the condenser (one to the lead and one to the condenser's body). Hold the leads for about three seconds then disconnect and reverse the polarity of the leads. During the first connection the battery in the meter should have charged the condenser and during the second that charge will be dissipated through the meter and will show a momentary swing of the needle.

The best way to test both the coil and the condenser and the way we do it is with an oscilloscope. The pattern on the scope tells us the output voltage (amplitude), output duration (in milliseconds) the number of oscillations of the coil/condenser combination and the voltage level as the points close.

It's hard to say what you might get with non-specific application parts. Might work well and might not work so well.

*(The following info was not included in Pat Goss' article since he was answering a question about a different make of car. If you have any further info regarding Flathead specs please share them with us. Ed.)*

**SERVICE BULLETIN - Subject 12000**

Coil Part No.	Primary		Secondary	
	No. Turns	Resistance Ohms	No. Turns	Resistance Ohms
18-12024-A3	176	0.505-0.535	12,500	3,350-3,800
68-12024	176	0.505-0.535	12,500	3,350-3,800
78-12024	170.5	0.470-0.510	16,500	5,800 Min.
81A-12036	170.5	0.470-0.510	16,500	5,800 Min.
9N-12024	170.5	0.470-0.510	16,500	5,800 Min.
1GA-12024	170.5	0.470-0.510	16,500	5,800 Min.
7RA-12029-A1	240	1.05-1.15 (75°F)	21,000	4,100 (75°F)
8BA-12029	240	1.05-1.15 (75°F)	21,000	4,100 (75°F)

**Coil and Matching Condenser Combinations**

Coil Part No.	Condenser Part No.	Capacity Microfarads
18-12024-A3	18-12300	0.33-0.36
68-12024	68-12300	0.33-0.36
78-12024	78-12300	0.33-0.36
81A-12036	81A-12300	0.33-0.36
9N-12024	91A-12300	0.24-0.32
1GA-12024	16A-12300-B	0.29-0.32
7RA-12029-A1	7RA-12300B	0.21-0.25
8BA-12029	7HA-12127	Unk

*In checking the "Green Book" it's interesting to note that the above parts are listed as an "assembly," rather than separately, suggesting that a standard tune-up consisted of changing points and plugs but not the condenser unless the coil was also changed. Ed.*

### A Few 1936s that Probably Aren't Around Today

By Editor

In the August *Valve Clatter* Cliff Green published a couple of pictures of early Ford V-8s that met an ignominious end. Here are some 1936 Fords that also met with grief "back in the day."



Looks like this one kissed something along the right side of the road. Maybe the guy in the white hat is consoling the driver.



This Standard Humpback Tudor went completely off the road but stayed right side up. That hole in the windshield doesn't look good.



This one ended up in a ditch along side the railroad tracks with the rubber side up – looks like it might be a 5 window coupe.



Another Humpback – this one rolled over but is still on the road. That driver's door must be hard to open and close!



Let's see – front fender, headlight, running board, door, rear fender, rims and who knows what else. Maybe it made it back on the road.

### Three in a Row

By Cliff Green

Let's examine the vintage photo below in detail to see what it tells us.



Note that the first three cars parked are 1936 Fords, one with an add-on Greyhound (not available for '36). The picture was taken probably in early spring because the first Ford has a partial cover over the grill to provide extra heat to the engine rather than changing to a hotter thermostat! Also note how dirty the hubcaps of the three cars are relative to the others in line.

None of the cars in line have right side rear view mirrors. The only white walls observed are across

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**Movies** continued from Front Page



Burns and Dubois at the booth – Randall and Martin are next in line

Coincidentally, just the week before, the drive-in was featured in the *Washington Post*. It was a double-feature, first *“The Rise of the Planet of the Apes”* followed by *“Cowboys and Aliens.”* Both movies had “positive qualities” but most likely will not be showered with Oscars. A few die-hard fans stayed until the end and some were even awake!



Hank Dubois appears to be reliving his youth

In the morning, after breakfast, we headed out, first to the Red Schoolhouse Antique Shop in Millwood, VA. This establishment dates from 1858 and was filled with an amazing array of furniture, household items and other items. The consensus was that it was a great place to visit with a lot of unique pieces. Those who purchased items were happy to find out that the group received a 10% discount on our purchase. (Thanks Cindy!) I suspect that some holiday shopping was underway during our visit.



Susan Randall and Helen Burns at the Red School House “warehouse”

After looking, chatting and shopping, we drove a short distance to the Burwell-Morgan Mill, a restored 18<sup>th</sup> century grist mill dating from 1785. This beautifully maintained structure is owned and

operated by the Clarke County Historical Association and several of their volunteers greeted us upon arrival. We viewed a brief film about the history and restoration of the mill followed by a guided tour. Many of the old implements were demonstrated and we were able to ask questions about the operation of the mill. This is a very interesting historical site, so if you were not able to accompany us on this trip, try to visit it on your own if you can.



Green’s Woodie at the Burwell-Morgan Mill

As we left the mill, the sky was cloudy and dark clouds were ahead. We hoped we could outrun the storm, but as we drove toward Upperville, the skies opened up. What a storm! Rain, wind, lightning, thunder, and HAIL - you name it! We got separated from the group when we pulled off the road to avoid driving through the hail in an attempt to avoid damage. Even though we had been to Hunter’s Head Tavern on several occasions and knew what we were looking for, we managed to drive right by it because of the poor visibility. Downed trees, standing water - - we were ready to give up and head for home. But Cliff Green vectored us in by standing in the road and flagging us down. Over lunch, we talked about the weather, the leaks we discovered and our hopes that we didn’t have hail damage. After a great meal and more car talk, we all departed for home.



Helen Burns tries to stem the leaks in the Woodie!

Epilogue: NO HAIL DAMAGE! And, we look forward to our next road trip.

## 2011 CENTRAL NATIONAL MEET

By Hank Amster

The 2011 Central National Meet was one of the most organized and interesting meets I have had the privilege of attending, second only to the Eastern National we sponsored in Fairfax in 2007. After an early start on Wednesday morning, we spent nine hours riding across Maryland, Pennsylvania, Ohio and then a short ways into Indiana. Our trio included Bill Selley and Cliff Green driving his modern F-150.



We arrived in Auburn around three PM, and after hotel check-in proceeded to the flea market area to set up our miscellaneous parts for sale. We immediately ran into Dave Westrate and John Ryan. The five of us were the only local NVRG members attending, although we did later meet up with our out-of-town NVRG member attendees, the Foor brothers along with Janet, her parents Yvonne and John French, Jo Ann and Bill Fox, Sylvia and Bill Tindall, Joyce and Wayne Handy, and Jeff and Henry Horrick.

The festivities on Wednesday evening were held at the Early Ford V8 Museum, and consisted of a delicious barbecued chicken dinner and entertainment by a thespian portraying Henry Ford during the early Ford Motor Company years. He did an outstanding job emulating old Henry, picking up on all of the eccentricities and mannerisms of our founding father.

The V8 Foundation trustees gave Bill Fox the "Spirit of Jerry Windle Award" during the "Night at the Museum" party. The trophy, which is a bronze soaring eagle on six inch cube of walnut reads "William Baltzer Fox, AIA, for his steadfast vision, support, leadership and spirit which has enabled the Early Ford V-8 Foundation to soar new heights."



Bill Fox receives the Spirit of Jerry Windle Award

This was my first visit to the V8 Museum, and it is really a sight to behold. It is replete with memorabilia, vehicles, and exhibits encompassing the years of 1932-1953, and is surely a "must see" for all the members of our club. In addition to our museum, the National Military History Museum, co-located with the Kruse Automotive Museum, is in the adjacent area. The military museum is one of the most interesting and eye-opening attractions I've ever seen. It contains mostly World War II equipment from both the Axis powers as well as that used by American forces. Most of the vehicles exhibited are rare examples of German, French and Italian equipment used during that "great war." The Kruse Museum, located in the same building, contains race cars as well as vintage autos and memorabilia.

Thursday was devoted to sightseeing by Bill, Dave and myself. We toured the Auburn-Cord-Duesenberg Museum, which is located in downtown Auburn. It is a sight to behold, and in my opinion far exceeds any other single (?) marque auto museum available to the public for viewing, including The Henry Ford in Dearborn. The vehicles shown included many examples of the historic Duesenberg auto as well as Auburn and Cord examples which were manufactured during the depression years of the thirties. The building housing the museum, which was formerly the headquarters and manufacturing plant for the cars, is in itself a wonder to behold. It should be on everyone's list as a not-to-miss attraction. (To see a great chase scene featuring an Auburn roadster and a Cord phaeton [click here](#). Ed.)

Thursday evening was the welcome banquet. It was held at the Military History Museum, and was well organized and provided all the attendees with the opportunity to mingle and socialize with the group.

CNM continued on Page 12

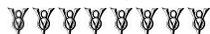




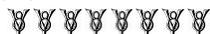
**For Sale**

- 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.
- **Price Reduced!** 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 miles, quality driver, \$6,800.
- 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.

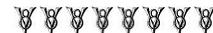


**For Sale** – 1939 Ford Standard Coupe – Restored by previous owner between 1972-1978 (body off). Car driven to V-8 local and National Meets all over the west coast and as far East as Charlotte, NC from 1978 to 1989 before owner died. Car parked in daughter's garage and seldom driven from 1989 to 2010. 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. 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). Comes with a 40 year collection of new and used parts and 40 years collection of literature, trophies and event badges. Call or email for parts lists. **Don Fowler**, Summerfield, NC, 336-644-1918 or [drfmwf@triad.rr.net](mailto:drfmwf@triad.rr.net) 8/11



**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 Convertible



Rebuilt flathead engine with dual exhaust, headers and glass packs. New wiring harness. Engine has 499 miles on it. Red with new black top and upholstery installed in 2004. Asking \$28,500. **Tom Shaw** – Leesburg, VA – 703-771-9374 09/11



**For Sale** – 1951 Ford F1 Panel Truck – If you're interested or know of someone who might be,

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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 \$5,500 firm – **Dean Russell** [deano@cust.usachoice.net](mailto:deano@cust.usachoice.net) 5/11



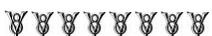
**For Sale** – 1941 Ford Convertible. In good condition. Asking \$25K OBO. **Henry Brown**, (H) 703-941-5263, (C) 703-303-7307 5/11



**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 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](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



**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](mailto:bob43jeep@aol.com) 7/11



**For Sale** – two club jackets – \$5 ea. XI and Med –

**Frances Jenkins**, [maey00@comcast.net](mailto:maey00@comcast.net) 7/11



**Wanted** –good useable radiator for a 1940 Ford 1/2 ton V8 **FOUND** handy - [gene-sr@comcast.net](mailto:gene-sr@comcast.net) 9/11



**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

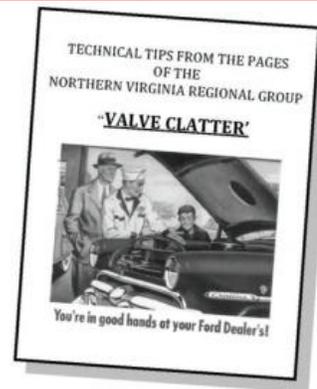


**Wanted** – Looking for flathead Ford and Mercury stock camshafts for performance analysis experiment. Contact Lloyd Emery: email [lloydemery@cox.net](mailto:lloydemery@cox.net) or cell 703-946 -9303 10/10



## SECOND PRINTING!

# TECH TIPS



Some 62 TECHNICAL TIPS are contained in this 36-page, 8 ½ 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:  
**NVRG • % Cliff Green**  
**6214 Militia Ct.**  
**Fairfax Station, VA 22039**



## Memorial Fall Tour October 23 and 24, 2011 to Graves Mountain Lodge and Apple Festival



- ✚ There's an Apple Festival being held at Graves Mountain Lodge the weekend of October 22, and 23<sup>rd</sup>. In speaking with the owners, it seems to be something we would thoroughly enjoy. Featured are: an all-you-can-eat Fried Chicken Buffet with all the country fixings; apple picking; hay rides, live bluegrass music, cloggers, exhibits, and over 100 arts and crafts vendors. This festival is a very popular event for Graves Mountain Lodge and ends by 4:30 Sunday afternoon, with some vendors closing down a bit earlier.
- ✚ We will leave Fair Oaks promptly at 9 a.m. and drive the scenic roads directly to the lodge on Sunday in order to enjoy the early afternoon festivities and the Fried Chicken buffet, which is served between 1 to 2:30 p.m. Dinner that evening would be their traditional Sunday night country supper served in the Main Lodge, and features cold fried chicken from earlier that day, ham, and a fresh assortment of veggies, breads, desserts, etc. Also included is a hearty breakfast the following morning, and then we are on our way to tour for the remainder of the day until we arrive back in Fairfax. We will not go hungry!!
- ✚ Graves Mountain Lodge is a family owned rustic mountain retreat, known for its down home hospitality for over 135 years. There are no televisions and no cell phone coverage; however, broadband access is available. Our all inclusive price of \$215.97 includes the motel rate and three meals for two persons; all taxes are included. Singles can be accommodated at slightly more than half that rate. Upon making your reservation, \$100 will be placed on your credit card immediately; however, you may cancel up to 14 days prior to arrival and get your full deposit back. We have reserved a block of 11 rooms on the ground floor of the Ridgecrest Motel and two additional rooms immediately upstairs on the second floor. They are being held under the name "Early Ford V8 Club" until September 23<sup>rd</sup>. There are additional rooms throughout the property, but first responders get to be together at the Ridgecrest Motel. Call 1-540-923-4231 to make your reservation.
- ✚ Bring folding chairs to enjoy the music and afternoon festivities. Later in the afternoon, we will find that our motel rooms open up to a long, covered patio with rocking chairs from which to relax and enjoy the views over the scenic Virginia countryside. I am thinking of enjoying a glass or two of wine and will come prepared!
- ✚ Please contact me ([sandragreen@cox.net](mailto:sandragreen@cox.net) or (703) 426-2662) with any questions and to let me know you'll be coming with us – thanks, Sandra Green



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The usual speeches inherent with such an event were made, and introductions of prominent guests and meet officials were made.



Friday morning, after the judge's breakfast also held at the War museum, the gathering adjourned to the adjacent show field for the concourse event. The venue was excellent, as was the usual excellent representation of members' early Ford V8 cars for judging. Dave judged Woodies, John judged 1932's, and Cliff was the deputy for judging Rouge class cars.

After the concourse finished, Cliff, Bill and I drove about 50 miles to Shipshewana, Indiana to view the Hudson museum there. This museum, entirely put together and owned by one individual, was also an eye-opener. There were examples of almost every Essex and Hudson vehicle ever produced by the Hudson Motor Car Company. One had to consider the deliberations of individuals during the thirties and forties about the advantages of owning one of these cars, which were only priced about \$200 more than a Ford. There were really some beauties there.

Friday evening, all of the cars' owners were invited to bring their cars into "downtown" Auburn and park them around the Courthouse quadrangle. This was a car shown in itself! The weather was beautiful, as it had been during the entire Meet, and the venue outstanding. It was a perfect climax to a wonderful National meet, one I'll remember for a long time.



V-8s grace Auburn's courthouse square



'36 Fords on the square

Based upon dire warnings from the Green and Amster wives to get back home before the hurricane hit our area Saturday evening, we departed early (4AM) Saturday morning for home, and arrived there around 2:30PM without incident and prior to the fizzled(?) hurricane. Dave and John wimped out, played it safer, and left for home Friday afternoon. Haymarket only got 1 1/2 inches of rain along with some moderate winds of 30-40 miles per hour. We lucked out! How did you fare?



One of the rarest 1936 Fords – Jensen Ford similar to the one owned by Clark Gable



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the street. All the cars have bulbous headlights. Next to the three Fords are a Packard and a Buick coupe with fender wells – probably the most expensive. Next are two cars of the same make as their headlights are the same.

Note the lack of old square Model A type body styles. There is only one across the street and down the block. This must be a prosperous area.

Observe the painted lines on the sidewalk with the curved arrow to indicate which parking meter belongs to each spot! Drivers must have complained to the meter maid that they DID put money in the meter! Wrong meter, Mister.

The name of the theater across the street and down the block ends in HA – can anyone guess what the full name is? (*How about Hiawatha; maybe in Minnesota or Wisconsin – that would account for the grime on the tires and rims. Ed.*)

## THANK YOU, A CORRECTION, & MORE

By Editor

I just want to thank Cliff Green for filling in as the **Valve Clatter** editor last month. One of the great things about our NVRG members is their willingness to step up and pitch in when one of us needs a hand. I also want to apologize to Dave Gunnarson. When I provided Cliff with some content for the August issue I didn't make clear that the neat Burma-Shave jingles came from Dave.

So why did I ask Cliff to fill in for me? Helen and I had a summer filled with travel and during our travels I had the chance to make a few observations about auto-related things. Our first trip took us out to Southern California to visit our son Chris and his family. Although the trip didn't coincide with Wavecrest or some other show, nor did I see any Woodies cruising the street, there's always some cool vehicles out on the streets. How about this tricked out Caddy convertible that went by us in Huntington Beach?



Not a V-8 but still looking sharp!

Shortly after returning from CA Helen and I took our daughter Kathy and grandkids up to Lancaster County to visit the Pennsylvania Train Museum and the Amish. From there we headed to Hershey for the amusement park and Chocolate World. We parked in what we all know as the Chocolate Field and, lo and behold, when I opened the door there was a badly weather vendor swap meet tag still stuck to the pavement!

Next up was a trip to Boise for a family wedding. Helen and I watch a program on the Food Network called "Diners, Drive-Ins and Dives" that features some funky eateries across the country. One in Boise is called "Donnie Mac's Trailer Park Cuisine." It's located in a former Goodyear tire store and features a '41 Chevy sedan mounted on pylons inside with a dining table installed for your dining pleasure!



From Boise we headed off to Yellowstone National Park. The local West Yellowstone News had a picture of a '34 Ford street rod on the cover promoting a rod run through Yellowstone NP on August 4-7. While touring Yellowstone we came across several of these beautifully restored (and modernized) 1936 White model 706 open tour buses.



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From Yellowstone we headed east toward the Black Hills and Mount Rushmore. As we traveled East on US 16 in Wyoming between Worland and Buffalo we stopped for lunch in the town of Ten Sleep. Across the street from the little café where we ate was a bar with a very tired '45-47 Ford pickup truck sitting out front.



While traveling through Yellowstone and heading east towards the Black Hills we noticed ever-increasing numbers of motorcycles only to find out that the huge Harley gathering in Sturgis, SD would be starting just as we left the Rushmore area for home. The bikers were everywhere riding everything from stock to choppers to trikes. A non-Harley that caught my eye was the custom Indian on display in the museum at the Crazy Horse monument.



I also found that you can still buy ethanol-free gas in SD – the only hang up is that it costs about \$0.30 more per gallon than gas with ethanol. I guess John Girman can tell us if the higher BTU content of ethanol-free gas would offset the increased cost.

### CALL FOR NOMINATIONS

We're still accepting nominations for the NVRG Board of Directors. If you know of someone who will keep our club moving forward please pass that name on to any member of the Board. Don't forget that you can also self-nominate (some people call that volunteering).

### VERY RARE STOCK CAR

By Editor

Since September's program will include the screening of "Red Dirt Rising," a movie about moonshine, stock cars and racing I thought this would be a good time to share some photos from Chad Coombs extensive archives. Back in the summer of 1951 Les "Red" Keeton campaigned a 1937 Lincoln Zephyr 3 Window Coupe on the fairgrounds race track in Shasta California. He ran in a class called "Hardtop Racing" I suppose to distinguish it from the roadsters and open cars that were also being raced. Even though there was all kinds of speed equipment available for Fords, Hudsons and cars from other manufacturers there was virtually nothing available for a HV-12. Les' engine was standard displacement, but used an Allard racing engine cam with adjustable valve lifters. The engine also had a chrome crankshaft and a greatly relieved exhaust system. Newspaper articles from that summer indicate that towards the end of the season Red was leading his nearest competitor 140 points to 83. Keeton's racing Zephyr was so successful that the rules were changed, limiting engine displacement on the California tracks to 267 cubic inches. This effectively eliminated all Lincoln HV-12 engines from stock car competition.



Keeton in the lead. You know you're driving an up-scale racer when you've still got the grille and hood ornament.



Check out those headers – I bet they made a sweet sound at full throttle.



# NVRG Calendar



<u>September</u>	
4	<b>Street Dreams Invitational Car Show</b> – hosted by Vern Parker – 10:00am to 3:00pm – Spring Hill Recreation Center – McLean, VA. The show features cars that have appeared in Washington Times articles and is free to the public.
13	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Movie Night – <a href="#">“Red Dirt Rising”</a> – a true story, set between 1939-49, full of moonshine and flatheads – <b>Refreshments:</b> Mark Luposello
TBA	September Tour – Leo Cummings will let us know separately about the September tour.
17	<b>36<sup>th</sup> Annual Rohr Memorial Antique Car Meet</b> – 10:00am -3:00pm Manassas Museum, 9101 Prince William Street, Manassas, VA. Pre- registered before 9/9/11 is \$15 or \$20 at the gate. Info: Jon Battle – 540-364-1770 or <a href="mailto:terraplane@verizon.net">terraplane@verizon.net</a> – website: <a href="http://www.bullrunaaca.org">www.bullrunaaca.org</a>
26	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
27	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>October</u>	
2	<b>Armed Forces Retirement Home Auto Assembly</b> – Caravan leaves from Pan Am Shopping Center @ 8:00am – contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> if you plan on caravanning with us. We don't want to leave you behind!
3-8	<b>What else but Hershey?</b>
6	<b>Hershey Widows' Night Out</b> – half Price menu night at Brions Grille – exact time TBD – contact Helen Burns 703-978-5939 for reservations.
11	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Hershey Review – bring your pix and newly found treasures to share <b>Refreshments:</b> Mike Prater
15	<b>16<sup>th</sup> Annual Rockville Car Show</b> – 8:30a.m. to 3:30 pm. Glenview Mansion at Rockville Civic Center Park, Rockville, MD. More info: <a href="http://www.rockvillemd.gov">www.rockvillemd.gov</a> or 240-314-5004
23 & 24	<b>Annual Fall Memorial Tour</b> – join us for this great annual event – drive the scenic byways and enjoy beautiful fall colors with your V-8 friends. See page 11 for complete details.
25	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
<u>November</u>	
8	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Show & Tell. <b>Refreshments:</b> Cliff Green
29	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
29	<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



December – Holiday Gala – Country Club of Fairfax



**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
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Programs	<b>Eric Sumner</b>	703-860-1916	Past President	<b>Eric Sumner</b>	703-860-1916

**September Program: Movie Night – Red Dirt Rising**

**Mark your calendar! The September Meeting is on Tuesday, September 13<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**



**FIRST CLASS MAIL**

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**Early Ford V8 Club**  
**Post Office Box 1195**  
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