

Northern
Virginia
Regional
Group



Value Clatter



Northern Virginia Regional Group - Early Ford V-8 Club of America

www.nvrg.org

Volume XXXIV, No.2

February 2012

Ken Burns - Editor

GOING STRAIGHT

Steering ABC's and More

By Dave Gunnarson, Photos by Cliff Green and Editor



The first program of the year was a collaborative effort by several members to describe the steering system used on our early Ford V-8's. At the front of the room were tables piled high with a wide variety of early Ford V-8 parts reminiscent of what we long to see at Hershey. An astute observer would have noted that everything on the tables related to the steering systems from many different early Ford vehicles.

Cliff Green kicked off the program with a PowerPoint review of illustrations and photos of steering wheels of the early Ford V-8 era. He began with images of 1932 steering wheels and progressed up through the 1951 Fords and threw in few Mercurys as well.



1932 Ford Roadster (Canadian)



1939 Mercury Convertible



1953 Ford Sunliner (Convertible)

Many members contributed comments during the presentation, providing information on the differences between steering wheels for Standard, Deluxe, Super Deluxe, Lincoln, Mercury and truck versions of the same year vehicles. Someone from the audience mentioned that he'd seen a NOS optional steering wheel for the 1949/50 Ford Crestline recently sell for \$3,000 - yikes!

Steering continued on page 3

Up Front with the President



February 2012

Although Mother Nature has so far (knock on a '41 woodie) treated us very well this winter, the short days and cold nights certainly don't give a person enough time to enjoy their Ford V-8, Lincoln or Mercury. So, one must make do. In my case, Shelly and I just came back from the 37th annual Lincoln Parts Swap Meet in Lancaster, Pennsylvania. This three day event is not huge, but large enough to bring people from as far as Arizona to see what 27 Lincoln parts vendors have for sale.

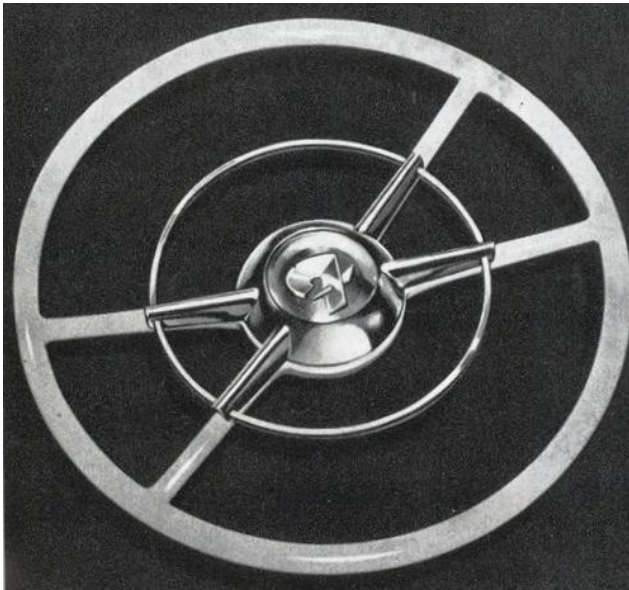
Good stuff was at every table; from the early 1920's-30's L and K models to fairly modern parts up through the 1990's. Because the swap meet was originally a Lincoln-Zephyr Owners Club event, a large portion of the vendors cater to those of us who own and drive HV-12 Lincolns. Of course it's what comes out of the back of the garage that always amazes. This year was the year of the Lincoln transmission, with three vendors selling the HV-12 3 speed and Borg-Warner overdrive combination. While two were very good used units, one vendor had a fully restored unit. New bushings, bearings, sun gear and paint made for an artful display, and at \$2,500, not a bad deal if you needed one.

The best part about the swap meet however, is getting to talk to people you only see a couple of times a year. People are what make our hobby and being able to sit down and talk old cars and enjoy a quiet afternoon talking about cars makes it hard to beat a weekend like that.

In other news, as you may know, member Steve Groves, our resident Shoebox expert, has been fighting cancer for the past year. It's always a long, hard fight, but at the last membership meeting Steve announced some great news; his Doctor informed him he is in remission! Fantastic news for all of us and I know that I, as well as all of you wish Steve all the best.

Enjoy your February, and see you on the road!

John



This is what a \$3,000 1949-50 accessory steering wheel looks like!

Hank DuBois chimed in with an interesting story regarding 1935-36 steering wheels. He said that the primary difference between the 1935 and 1936 steering wheels is that the raised ribs of the 1935 version are absent in 1936. Last summer Tommy Harper, a NVRG member from Bedford, Virginia, had a few points deducted at the Eastern National Meet in Saratoga because his nicely restored original car had, as the judges pointed out, the “wrong” steering wheel since it was smooth and had no ribs. Tommy insisted that the steering wheel was original to the car because the car had been in the family since new. The mystery was solved when the restorer confessed to sanding the ribs off since the original ribs were worn smooth in some places. It was easier for him to remove the rib remnants than to restore the worn original ribs, inadvertently converting the 1935 steering wheel to a 1936 model. Tommy has since installed another steering wheel with the correct original ribs.



Tommy's original wheel with bumps removed.

Towards the end of Cliff's presentation, the dis-

cussion drifted into horn buttons and horn rings. Based on the variety of horn rings, buttons and steering wheels, the Ford stylists must have kept busy trying to find ways to make each new model fresh and different to keep car sales up.

Hank Dubois took center stage explaining difference in the pre-war steering system using some of the parts from the front tables as examples. He mentioned that Ford kept improving the steering system by increasing the turning ratio from 13:1 in 1932 to 18.5: in 1937 making take less effort to turn the steering wheel. For the 1932 through 1936 steering boxes, Hank demonstrated how it was possible to adjust the end play, worm sector mesh, tooth center engagement and column end-play, all of which when adjusted properly can really improve steering comfort. Another source of looseness is the steering column bushing. It was mentioned that the latest of the V8 Times (November-December 2011, page 16) has an article about the steering column bushing and how to make an upgrade or repair.



Hank gets down to the nuts and bolts about early steering gears.

Bill Potter showed off a bit of fine machining work he did on a 1932 steering sector and housing. He bored out the housing to allow needle bearings to replace the original bushings and he also machined and hardened and re-machined the sector shaft to fit. This is really over-simplifying all of the machining steps Bill performed and the final result was an original-looking case with updated bearings for smoother operation.

Another change Ford implemented which really improved the ease of steering was the use of a roller gear in place of fixed teeth on the sector shaft. Eric Sumner explained and demonstrated this type of steering sector with parts from his 1946 sedan. Another benefit to this design was better self-

Steering continued next page

centering of the steering wheel.

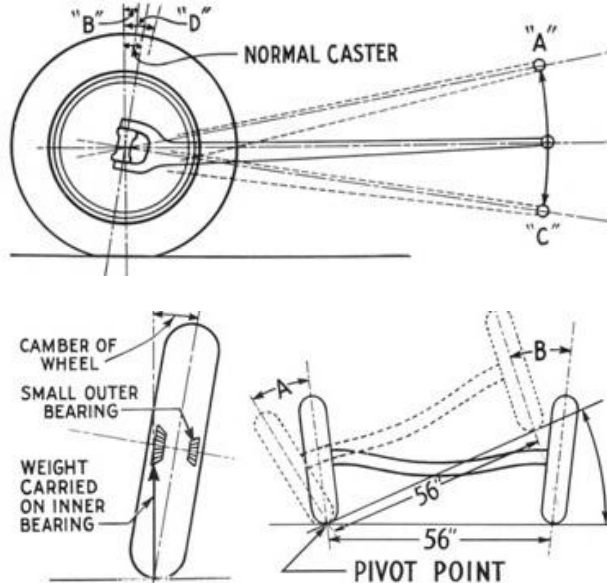


Hank also explained how to use a frame piece from a 1937 to '40 to mount a '37 to '48 steering box on a 1935-36 frame. This greatly improved steering ease

and since the frame section bolted into the frame without modification was a simple procedure.

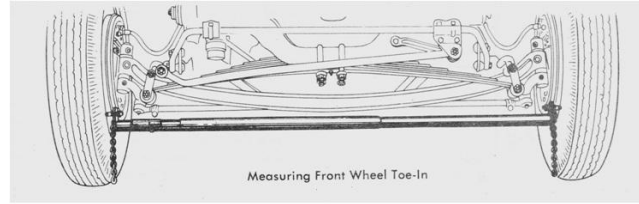
Steve Groves mentioned that steering boxes in the 1950 models were held on with bolts. Over time, these bolts can break, eventually leading to steering failure. He recommended installing high strength fasteners in place of the originals to prevent this from happening.

Cliff provided illustrations describing front wheel camber, caster and toe in. Eric Sumner described caster as the amount the front wheels "lean" backward or forward relative to the front axle. He explained that too much forward caster and a car will jump as it rides down the road and is not stable. Too much rear caster and the steering is straight ahead but hard to turn, great for a Salt Flats racer. Wheels with a slightly rearward camber help with high speed stability.



Eric went on to explain that camber is the amount a tire leans out or in on top. A bottom inward camber aids stability and shifts some of the load to the inner front wheel bearing. The discussion went on further with an explanation of toe-in and toe-out adjustments. Jay Melton and Steve Groves mentioned some good ways of measuring toe-in with some shop-made tools and promised to

write them up as a tech-tip.



Measuring Toe-In on 1942 to 1948 passenger cars.

Cliff mentioned that there is a 1936 Ford Service School Wheel Alignment Book that has good descriptions of all of the measurements and adjustment techniques.

One thing most old Ford V8 steering boxes do, is leak fluid. Some of the solutions tried in the past were discussed such as using grease instead of oil. Grease may help solve leaks but doesn't necessarily provide the best lubrication as it tends to move toward the sides and away from the gear engagement points.

Ken Burns closed out the evening with a discussion of 1941 steering components. He started with changes introduced in 1941 and how Ford implemented "improvements" mid-year with a new tie rod and other parts that were not interchangeable. So when searching for 1941 components, one has to know if the vehicle is early or late and the differences in early and late components so that the parts you buy fit the right vehicle. The other solution, one Ken has managed to accomplish, is to own an early and a late 1941, so no matter what 1941 parts are brought home, they at least fit one or the other.

The program was over two hours long and could have kept going but we all filed out to head home, hopefully steering in the right direction.

By Editor – the following Service Letter discusses the mid-year "improvements" to '41 steering components.

**SERVICE LETTER #150
March 21, 1941**

"... our Production Department have available upon special request a very limited number of new design steering gear arms 11A-3590-C, drag links 11A-3306D, right hand spindles 11A-3105 and spindle connecting rod and drag link ends RH and LH 11A-3289-B and 11A-3290-B. The installation of these parts will improve the steering provided the spindle bolts and bushings are not at fault. When installing these parts, the steering gear arm, drag link and adjustable end and right hand spindle will have to be replaced, but on the spindle connecting rod it will only be necessary to change the ends."

The Demise of the Universal Car Logo

By John Girman



Hank & Cindy Dubois sent me a copy of the write-up by Dave & Sarah Gunnarson on Ford logos that was given out at the NVRG Holiday Gala. I enjoyed the write-up and was especially interested in the "Universal Car" logo of 1912. One of the intriguing facts is that this logo had a short life, lasting only until 1916, because Henry Ford didn't like it. This raises several questions: why didn't Henry like it; and, if he didn't like it, why did he approve of it in the first place? (Any notion that Henry Ford didn't initially give his approval defies belief. Henry Ford would never have allowed its national use without his approval. He even decreed that all Ford dealerships display it.)

This logo was designed in 1911 by Glen Buck, the owner of a Chicago advertising company. It was called the "Winged Pyramid" and combined two Egyptian symbols: a pyramid symbolizing strength and stability; and scarab beetle wings symbolizing lightness and grace. The ancient Egyptians thought the scarab beetle was a symbol of the soul. (Recall that Egyptology was the rage in America and elsewhere during the Model T period.) The pyramid also represented Ford's three-point suspension and the wings represented the freedom created by the use of the automobile.

Glen Buck soon became an advertising manager at Ford and the editor of the *Ford Times* in 1912. His tenure was short-lived, however, and by 1913, he had left Ford. Why did he leave? He didn't get along with other people at Ford (and this may have included Henry Ford as well). Why didn't this distinctive logo survive with its wonderful symbolism? Well, Henry Ford found out that another name for the scarab beetle was the dung beetle. Because he didn't want the Model T to be associated with dung (and who would?), he reversed his approval of the logo. So now, you know the rest of the story about the Universal Car logo.

More from John Girman

I had to write a note about the 2012 NVRG calendar. It just keeps getting better. It's hard to believe that the calendar is in its seventh year and we've yet to have the same car pictured twice in the monthly pictures. That certainly says something about the members' cars and how many great cars are in the club. I was especially blown away by the photos of club members at various events over the years. That was a real trip down memory lane. It was especially nice to see photos of members that are no longer with us (at least not physically with us). It makes a nice tribute. Special thanks to Mark Luposello for rushing the calendar out to us in time for Christmas.

Jerry Vincentini's Fire

Cliff Green forwarded an email to me that Connie Francis sent to Jim Edison about the recent fire in Jerry's garage. – Ed.

Thanks for the thoughts. We have not had much computer time. Each day is another challenge. Today it is the hoses freezing between house and garage so they cannot use the Hotsy to wash them off with the soot, etc., before moving them to a safer place. Hardest to lose is the '34 cabriolet he had even before me! Motorcycles and bikes are really melted.

His 1,000 toy collection gone for the most part. Dearborn trophies burned too. Amidst the ashes are many memories and Jerry's lifetime of hard work and passion. Thanks for caring. /s/Connie



Jerry's 1934 Cabriolet at the 2009 Central National Meet

And the following from Trevor Poulsen down in Australia. You might recognize Trevor as a frequent contributor to the "V-8 Times." He sent the picture above of Jerry's 1934 Cabriolet at the 2009 Central

E-Mail Bag continued next page

National Meet and a link to an article about the fire in the January 24th edition of "[Old Cars Weekly](#)."

Hi Ken, I met Jerry in 2009. He is a very active Early Ford V8 Club Member & a great asset to the Club & the Early Ford V-8 Foundation.

This is a real catastrophe. There are some especially nice cars in this collection. He drove his two 34's to Auburn in 2009. Regards, /s/Trevor



Sadly, this is Jerry's 1934 Cabriolet after the fire.

CHALLENGE

By Dave Westrate and Eric Sumner

Photo by Nate Sumner

The 2007 Eastern National Meet is still causing good things to happen! Cliff Green donated a vintage 1930's Richfield Oil advertising banner for the raffle at the Eastern National Meet. It is about 5 feet tall and 3 feet wide and is oil paint on canvas and is in very good condition. As luck would have it Eric won the drawing and the piece is too nice to leave folded up on a shelf in a closet. So what to do?

We hatched a plan to build a frame out of old barn wood which would be appropriate material for the old banner. About a year ago we found a company in Berryville, Virginia, which specializes in reclaimed lumber. One day we grabbed Hank Dubois for moral support and headed out for Berryville. The company in question specializes in custom flooring and cabinets from reclaimed wood. They had pallets of lumber stacked six high and fork lifts running all over the place and were not the least bit interested in our quest for a few pieces of old barn wood. However, all was not lost as they sent us a few miles down the road to another shop which had what we needed, extinct American Chestnut. We headed home after lunch in a Berryville vintage restaurant.

Now what? How do we hang this big thing without putting any fasteners through it? How do we keep it from sagging or accidental damage once it is in a frame and hanging on a wall? We built a frame of old wood and then made a sandwich of materials

as follows: To a sheet of hardboard we glued a sheet of new old style burlap. The theory was that there would be friction between the canvas of the banner and the burlap which would keep it from slipping. We then cut 1 1/2 inch holes behind each of the metal grommets that were still there. (About half of them are still in the banner) This allowed the grommets to recess into the backing enough that they were flush with the face side of the banner.

Next we placed a 1/8 inch piece of special "reflection resistant" Plexiglas on top of the banner. (Read, active boys will not break it). The sandwich was then placed in the frame and secured with 1/4 round molding with a bazillion screws to keep it all pinched tightly together. That is it and so far it has not sagged at all.

Thanks to Cliff for his generosity in parting with this piece of historically significant automotive art.



Eric and Dave and their handiwork

INVOLVING THE NEXT GENERATION

How about the photo above? To the best of my knowledge it's the first time the *Valve Clatter* has ever run a photo taken by one of our member's kids or grandkids. To my way of thinking it certainly shouldn't be the last. We hold lots events and many of them are kid-friendly – Train Day, Sulley, Ice Cream Social, Picnic, Drive-in Movie, etc. Why not turn your kid or grandkid loose with a digital camera or smart phone and let them shoot pictures of what interests them. Make the event interactive - get them involved. Send me the pix and I'll be happy to run them in the VC. Remember, these are pictures of what they're interested in and may not necessarily be how we see things. This should be fun!

CELEBRATING 75 YEARS OF THE 1937 FORD

Showing Off the New 1937 Fords

"The new Ford V-8 for 1937 goes on display tomorrow (Wednesday, November 11) at the Ford-Lincoln automobile show at the Waldorf Astor, New York City" (*Ford Motor Company press release, November 10, 1936*). And with this announcement, the 1937 Fords were introduced to the public for the first time.



Men get their first look at Ford's new 1937 Club Coupe. With the introduction of this new model, a Ford coupe could now carry all passengers inside the cabin – no more wet, cold and/or windy rumble seats.

Ford, drawing on years of display experience, had another stunning display at the Waldorf Astoria introduction. The display below touted safety and comfort features such as safety glass in all windows, not just the windshield, an all-steel turret roof which added greatly to body strength and rollover protection, enhanced quietness through the extensive use of rubber body mounts and...

Accessories

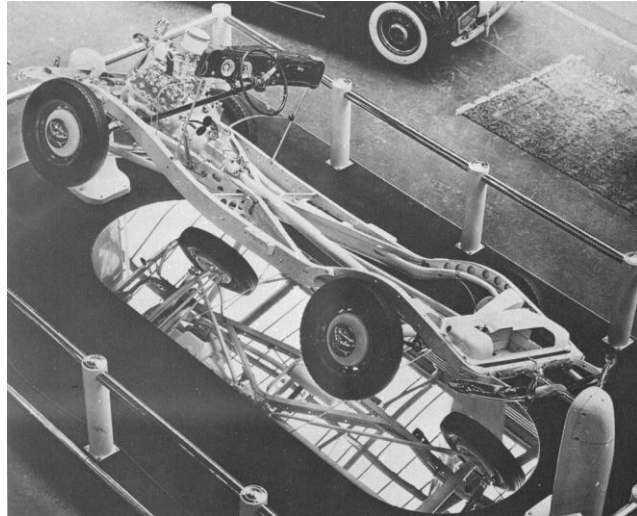


Accessories in the display included "spyder" hubcaps (set of four - \$15), stainless steel trim rings (set of five - \$6.75), radio and speaker head (\$48 installed – for open cars add \$1.50), spotlight (\$15.75 installed), windwings (\$10 installed), electric clock and glove compartment lock - \$9.95 installed), outside mirror (\$4 installed) and a hot air heater – (price unknown).

Additional accessories, not shown above, offered during the 1937 model year included a 30-hour

wind-up clock, winter front radiator shield, trunk rack, locking gas cap, "banjo" steering wheel, visor vanity mirror, driving lamps, license plate frame, right side windshield wiper, electric air horns, full chrome hub caps, and rear fender shirts.

Ford had always used cut away components as part of its marketing strategy and 1937 was no exception. White rotating display chassis with mirrors seemed to be all the rage.



This display chassis is unusual because it has blackwall tires – the wheels also lack trim rings. Note the cut away gas tank showing the interior baffles and the dashboard suspended on rods from the frame.



A much fancier chassis display with whitewalls, "spyder" hubcaps, trim rings and an attractive model at the 1937 Miami Ford Exposition.



1937 Fords on display May 6, 1937, at Petty Motors, Salt Lake City, Utah, include a Deluxe 5 Window Coupe, Fordor and Tudor "slant-back" sedans and a Deluxe Sedan Delivery.

WOODIES IN WINTER

We've been fortunate that it's been a very mild winter here in the DC area but just in case you need a little reminder of what winter looks like, here are some Woodies out in the snow.



This '37 Woodie is decked out with a radio, spotlight, outside mirror and a roof rack – maybe it was used by a local ski lodge. It must have been kind of breezy riding in the back seat of the phaeton parked right in front of the Woodie!



A brand new 1940 Deluxe Woodie at the slopes at Cranmore Mountain, North Conway, New Hampshire, February 1, 1940.



A beautiful 1941 Mercury Woodie in the parking lot at Pine Mountain Ski Jump, Iron Mountain, Michigan. At the time of this photo, the Pine Mountain Ski Jump was the tallest artificial jump in the world.

Of course it's not always fun and games when it snows; sometimes it's just plain miserable



The passenger pulls on his gloves as after getting out of this 1941 Woodie during a snow storm. You can identify it as a '41 by the parking light visible on the front fender.



Another '41 Woodie out in the snow. Kind of hard to tell what the structure behind the Woodie is – maybe some sort of a repair shop.



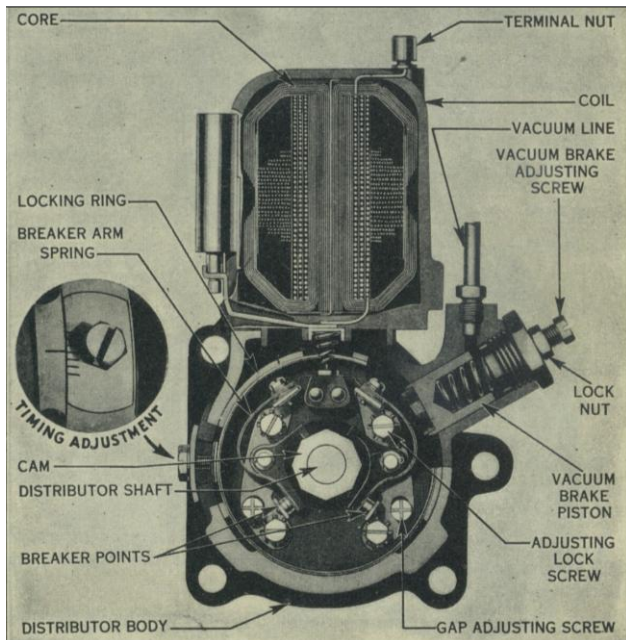
Where is this 1947-8 Ford Woodie owner headed towing those Quarter Midgets with all that snow on the ground?

Vacuum Brake Adjustment

By Cliff Green

Let us examine the vacuum brake on the '32 – '48 distributors. There is a piston and spring inside the housing on the driver's side (RT) of the distributor or on the top as in 1942 and later. There is a copper line attached to it that comes from the intake manifold (the original line has a seam in it!). This is the source of vacuum or suction. The purpose of the brake is to restrict the ignition advance under load as in acceleration or climbing hills. If the brake was not activated, the engine would receive too much advance too soon and the engine would knock/ping. This was important back when our cars were new and burning the much lower octane than we have today.

A good flathead at idle will pull 19-20" of vacuum and can be measured with a gauge. If it does not, try adjusting the idle needle valves to raise it to the highest reading – make sure you return the RPM to what it was before. If this does not help, than you have a leak somewhere in the fittings or the intake manifold gasket. Or, the engine is tired with very low compression. When you step on the gas the vacuum goes down until you stop accelerating. The lack of vacuum causes two things to happen: A) it allows the spring in the vacuum brake to apply pressure on the advance ring preventing the weights from flying out and B) it allows the spring in the power valve to open, injecting more fuel into the intake manifold.



The vacuum brake adjustment is not as critical today with our high octane gas. What you don't want is the adjustment screw to be too tight. But first, let's make sure that the vac line is not plugged up by blowing through it. Then take a 1 1/16 wrench and take the large nut off the tower. Pull out the spring and the piston and note the condition of the leather pad on the bottom. If there is a big groove in it, the adjustment was too tight and you were losing power. Clean out the bore with a crocus cloth, oil slightly and the piston can be replaced with the grove 90 degrees to the advance ring or buy a replacement piston. Move the adjustment screw all the way out making sure that the plate inside the bore is attached – this pushes down on the spring. Reassemble. There might have been a gasket under the nut although the parts assembly diagram does not show one. You can use an 18mm spark plug gasket if you wish.

The brake adjustment screw is turned in only 1 1/2 turns and locked down. Accelerate the car in high gear from 10 mph, and if it knocks turn the screw in until the knock just goes away. (I have yet to hear a knock! Of course this does not mean much since I can't hear anyway.) Now that you have unlocked the advance, you will notice more pep.

WELCOME TO THE CLUB

Jay Melton
2122 Greenwich Street
Falls Church, VA 22043-1613
Jmelton58@verizon.net

Christopher and Susan Regan
8905 Linton Lane
Alexandria, VA 22308
cregan@buckleysandler.com
1950 Custom Deluxe Convertible





For Sale – Original 1949 Ford Fordor. Original – 37K mi (unverified) – 2nd owner – original title – 239 flathead runs good after tune-up but smokes (needs rings & bearings before any extended trips) – 3 speed shifts very smoothly – original black paint, looks good from 20’ – only rust is hole in driver’s side rocker – no rust in floor or trunk – excellent chrome – all original interior in very good condition – radio (not hooked up) – glass very nice; no scratches or bubbles but drive’s side wing is broken – BF Goodrich Silvertown wide whites with lots of tread, spare like new – jack & tire tool; original tool bag from dealer but no tools – very nice driver, or show quality with little effort. Asking \$5,900 or close offer. **Russ Redshaw** russredshaw@yahoo.com 11/11



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 its 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.com 8/11



For Sale – **Price Reduced!** 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 \$25,000. **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, 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 – 1937 Lincoln Zephyr Fordor due to storage issues. Excellent body, new paint, rebuilt V-12 engine. Good original upholstery. Original radio and heater. \$15,000. **Owen Beeder**, 703-532-5644 (H) or 703-308-8899 (W) Falls Church, VA, 01/12



Free – 10' x 30' car canopy that I no longer need. Bought from Cookie's canopies at Hershey and is about 8-9ft high. It may need a pole or two (available at Home depot or Lowes) but it is otherwise complete. Free for the hauling. **Jason Javaras** – 540-786-5819. Fredericksburg, VA. 01/12



WAKE UP YOUR ENGINE! ‘37-’40 owners – I rebuild distributors using NOS 11A shaft and weights for a better advance curve. Better starting, improved acceleration and slightly better mpg. Cleaned throughout, lubed and precisely timed. Prices vary accord to parts needed - \$85-160, without caps and coil. References plus money back if not satisfied. I can rebuild 32-36 also with the original weights. **Cliff Green** 703-426-2662 cliffgreen@cox.net 12/11



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

Automart continued on next page

Automart continued from previous page

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 – 1935 Front Perch Bolts – Nick Arrington - nta1153@verizon.net 11/11




Front pocket and NVRG insignia




NVRG logo on back

Reserve a T-shirt today by email, mail or phone from Mark Luposello:

 drspdracer@aol.com

 1027 Bellview Road – McLean, VA 22102

 703-356-3764

If paying by check make the check payable to “NVRG”

CLUB GOODIES

NVRG T-Shirts – We’re getting ready to order NVRG T-shirts again. As before they’ll be athletic gray with the NVRG insignia and pocket on the front and a large club logo on the back. Price TBD.

Jan-Feb 2012

Foundation News

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Since the creation of our new website in 2011, we have had a “Donate” button available on the site for fast and easy cash donations through Paypal. You simply click on the Donate button which looks like the one shown on this page, and you’ll be taken to Paypal’s website to make your donation using your credit card. If you have a Paypal account, you’d use the card you have stored with Paypal or do an electronic cash transfer from your bank account.

But if you do *not* have a Paypal account, you can pay with any credit card you wish, safely and securely. No need to sign up for a Paypal account and absolutely no obligation.

To help promote this feature, we have instituted a special

Foundation Donation Week - February 1st through the 8th.

Look for this option on Paypal’s site if you don’t have a Paypal account.



www.fordv8foundation.org

February 1 - 8, 2012

Click here



The DONATE button can be found by clicking “Cash Donation” in the left menu, just under “Latest News” on our website: fordv8foundation.org

Don't have a PayPal account? Use your credit card or bank account. [Continue](#)



We’ll be sending out emails to those of you who have your email address on file with us to remind you of the Big Week. Your generous donations will go into the general fund which will help us meet our operating costs as well as help us with projects such as the restoration of our Rotunda Sign which still has a ways to go to completion. We’re anxious to complete it and get it outside for the world to see!

Help us make this event a successful one. Utilize the internet to make your donation. **It’s Safe, Secure and Easy.**

In the next issue of the NEWS, we’ll publish the names of those of you who participated!

Any donation, large or small will be greatly appreciated! Lots of small donations add up quickly! And remember, you can donate *anytime*, not just during Foundation Donation Week!

The Early Ford V-8 Foundation is a 501c3 non-profit. Your cash donations are tax deductible per IRS regulations.



OLD CAR AND TRAIN DAY

SUNDAY FEBRUARY 19, 2012

12 Noon to 5 PM

@

THE CLEMENT HOME

[12106 GARY HILL DR](#)

FAIRFAX VA 22030

- ✚ Bring your significant other, kids, parents, and any other train, antique or old car lovers to join in the fun and fellowship of antique trains and old cars.
- ✚ Weather permitting, antique cars may join us. New additions to the antique train collection are on display and some trains are under power. Bring "show and tell" trains, if you like, and we'll try to run them. If you have trains to be repaired, this is a good time to drop them off.
- ✚ A favorite appetizer, finger food or dessert brought for sharing would be gratefully appreciated.

Sandy and Clem Clement

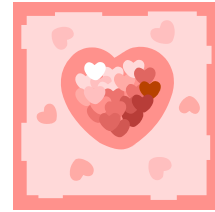
Phone: 703-830-5597 (H) or 571-239-1701 (C)

Email: clem.clement@cox.net





NVRG Calendar



<u>February</u>	
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: My Ultimate Museum Tour: Leno and More! – Rick Parker – Refreshments: TBA
14	Valentine's Day – Don't forget those special people in your life!
25	First Garage Tour of 2012 to Nick Arrington's – it's been quite awhile since our last visit to Nick's Emporium – join us to see what's new in his always changing and interesting collection – caravan departs Fair Oaks at 9:30 – we'll catch lunch out in the Manassas area before heading back to Fairfax – sign up at the membership meeting so you don't get left behind or contact Hank Dubois - hcdubois@juno.com or 703-476-6919.
19	39th Annual Old Train and Car Day at Clem and Sandy Clement's. See page 12 for details.
28	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>March</u>	
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Restoration Updates – share your progress and frustrations and lessons learned with us – Refreshments: TBA
23-24	42 nd AACA Sugarloaf Region Swap Meet at Frederick Fairgrounds. For more information contact: Robert Clubb, Call 301-831-0300, E-mail smraaca@aol.com , or Fax 301-831-5144
27	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>April</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBA – Refreshments: TBA
TBA	Annual NVRG Poker Run & Spring Tour – more details to follow
24	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
24	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



May – Annual NVRG/Fairfax Antique Car Show
 June – Father's Day at Sulley Plantation Car Show
 June – Eastern National Meet – Hiawassee, GA
 July – Annual NVRG Picnic
 August – Drive-In Movie Tour
 August – Central National Meet – Branson, MO



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



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

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

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

February Program: My Ultimate Museum Tour: Leno and More

Mark your calendar! The February Meeting is on Tuesday, February 14th 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
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