

Northern
Virginia
Regional
Group



Value Clatter



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

www.nvrg.org

Volume XXXIV, No.5

May 2012

Ken Burns - Editor

APRIL TRIFECTA

Front End Fixes, Headlight Hi-lights & Rust Reflections

By Hank Dubois, Photos by Editor



Jay Melton, Ken Burns and Eric Sumner provided three informative tech talks at our April meeting.

The NVRG is known for having good technical programs (*as evidenced by our best selling Tech Tips book, ed.*) and our April membership meeting did not disappoint. Vice President Jim McDaniel called the meeting to order at 7-ish PM and presided until President John Sweet arrived with a “woodie” golf club in hand to take over and maintain order. After a brief review of upcoming club events, the 50-50 drawing, and the customary refreshment break (courtesy of Leo Cummings), members were treated to a most interesting and informative 3-part program.

🚗 Front End Rebuilding

Jay Melton led off by telling us how he had recently rebuilt and aligned the front end on his Model A Coupe to cure a severe case of shimmy and shake especially when braking to a stop. The Model A front end is generically similar to all pre-1948 V-8 front ends though it is most similar to front ends on pre-1935 V-8's which utilize a ball and socket arrangement at each pivot point instead of the more “modern” tie rod end.

Using a detailed PowerPoint presentation (with Eric Sumner on computer/projector), Jay described how he replaced the spindle steering arms, pitman arm, and tie rod and rebuilt the drag link with new springs, end caps and cups. Jay used a replacement Teflon cup in each ball/socket joint on the drag link (and tie rod) instead of the original type steel cup to eliminate galling and reduce steering effort. In addition, he had to swap the drag link end-for-end so that the grease fittings would face outwards like they're supposed to, and replace the hollow rubber ball that fits over the ball end of the radius rod (wishbone). He then went over the four adjustments that he made on the steering box for column end play, sector end play, worm/sector mesh, and sector centering.

Jay wrapped up his presentation by first reviewing the basic essentials of front end alignment (caster, camber, and toe-in/toe-out), and then describing how he accurately set the toe-in on his Model A. (Jay's slide

Up Front with the President



May 2012

Are you looking forward to starting off car show season right? Well, be sure to join your fellow NVRG members on May 19th in historic old town Fairfax City. This event has become one of the NVRG's premier events over the last few years. Aply orchestrated by Dave Westrate, this event brings together a wide variety of people and cars to a great venue; Armstrong Street, just in front of the Fairfax City Hall.

Events like these just don't happen though. They take a lot of work and planning as Dave can attest to. The other ingredient to success is to volunteer to help. Dave always needs volunteers to help put up signs, help parks cars, and man the registration tent. If you haven't been out before, please be sure to sign up and bring your car. If you're looking for even more fun, contact Dave and volunteer for a job. Dave's email address is dlwbaw@aol.com. So come on out, bring your Ford V-8, donate some of your time and have a lot of fun.

On a business note – please see page 11 for the results of our annual fiscal audit. My thanks to David Blum for conducting it and especially to John Ryan for maintaining our financial records in outstanding shape.

See you at the show!

John

Scenes from Our 2010 Fairfax Show



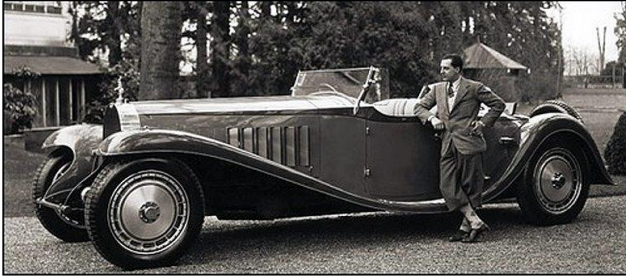
RICK'S EXCELLENT ROAD TRIP

This is Rick Parker's third installment about his recent trip to California

Day Five – the Lyon Air Museum and Jay Leno's Tonight Show

There were several places I wanted to visit on Monday morning (the [Petersen Automotive Museum](#) and [Griffith Observatory](#), to name two), but they were all closed. I ended up at the [Lyon Air Museum](#) instead, which is located adjacent to John Wayne Airport in Santa Ana.

Major General William Lyon is a WWII vet who made his fortune building houses in Southern California, Nevada, and Arizona after the war. He is one of the large-dollar collectors out there (he used to own one of the six Bugatti Royales, but he sold it to Volkswagen a few years ago) but you never hear much about him. I have been told that he has a collection of about one hundred cars at his home.

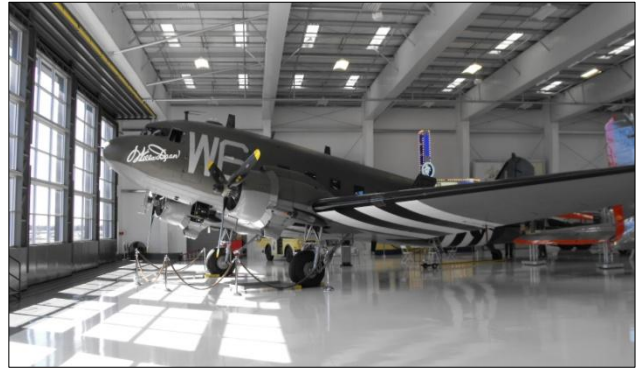


One of the six Royales "Back in the Day."

In addition to cars, he has a rather more expensive hobby: he owns six WWII-era airplanes. The collection includes a DC-3, painted in American Airlines livery; a C-47; a B-17G (one of ten still air-worthy); a B-25J Mitchell, an A-26B Invader, and a Cessna observation plane. All of the aircraft are operable, and they are flown regularly.



The DC-3 is painted just the way Cliff Green would have chosen. This particular aircraft started life as a USAAF C-47 and dropped 101st Airborne Division paratroopers on Normandy during D-Day.



This C-47 is painted in D-Day invasion stripes. After USAAF service it was flown by the French and Israeli air forces without major modification. It is one of the most complete and original C-47s flying in the country today.



The B-17G Flying Fortress, one of 8,680 "G" models built.



The B-25J "Mitchell" bomber is an advanced version of the B-25 B used by the Doolittle Raiders to bomb Tokyo in April 1942.



The A-26B Invader fought in WWII, Korea and Viet Nam. This particular aircraft was owned by Hughes Tool Company and reportedly flown by Howard Hughes himself.

Trip continued next page

Trip continued from previous page

In addition, there are a few automobiles on display: a '34 Packard coupe roadster, a '29 Lincoln L dual-windshield phaeton, a '47 Lincoln Continental cabriolet, a '41 Cadillac convertible sedan, a Mercedes G4 (6-wheel), and a 1939 Vid Tempo Gelandewagen, and two WWII Jeeps. I found it interesting that the Gelandewagen is 4WD, with 2 two-cylinder engines, one front, one rear. Each engine drives one axle. The Mercedes G4 is an open car, but has bulletproof glass.



1934 Packard Coupe Roadster.



1929 Lincoln L Dual-Windshield Phaeton.



Finally, something that qualifies as a 1932-53 Ford product under the auspices of the Early Ford V-8 Club



This 1941 Cadillac Convertible Sedan sure is sleek looking.



The 6-wheeled 1939 Mercedes-Benz Model G4 Offener Touring Wagon was delivered to Adolf Hitler in 1939 and used by him until it was captured by the French Army at Bertschesgaden in April 1945.



The 1939 Vid Tempo Gelaendewagen has 2 two-cylinder engines (one in front and one in back), 4 wheel independent suspension and 4 wheel drive. The mid-mounted wheels on either side are not powered but prevent the Gelaendewagen from getting hung up on high objects in rough terrain. Many of these vehicles were used by the Nazi Party's ruthless "Schutzstaffel" or "SS" which translates to "Shield Squadron." Top speed is a 68 km/hr – that's a whopping 42 mph!

Trip continued next page



Aha, another Ford product! This Ford-built 1943 GPW or "Jeep" is powered by a 134.4 cid 4 cylinder engine delivering 54 HP.



This particular Jeep was armed and dangerous.



This interesting half motorcycle/half $\frac{1}{2}$ track is a 1943 German NSU Kettenrad HK 101 Tracked Motorcycle. Kettenkrads saw service on the Eastern Front, North African theater and throughout Europe.

Then it was off to Burbank, and a taping of the *Tonight Show*. It was very interesting to observe the controlled chaos that is television production. The big guest on Monday was Madonna, but she wasn't in the studio that afternoon. Jay explained that they had to tape her segment a few days before, in order to accommodate her schedule. So we in the studio saw the exact same video you saw at home. The other guest was Chris Colfer (from *Glee*), and the musical guest was Joe Perry. The sketch they did after the monologue included Ross the Intern, and two other people I wasn't acquainted with. The show tapes from 4pm to 5pm. It was described to us as "live to tape". The commercial breaks we saw in the studio are the same length that everyone sees at home, but in the studio we got to hear the band play.

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E-Mail Bag

My New Merc

By Von Hardesty

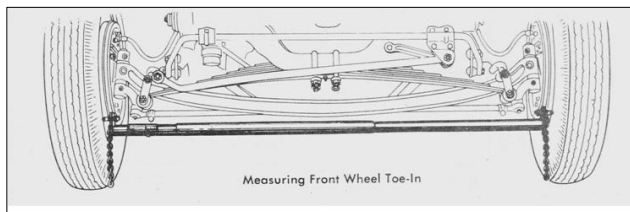
I recently purchased a '47 Mercury from Connecticut – a really nice and fine running example of the post war scene, one of my all time favorite designs – I had a '48 Mercury convertible in high school. I came through the gauntlet of perils unscathed on this purchase. Perhaps I'll write up a small piece on the aging guy's effort to reconnect with the 1950s.



Trifecta continued from front page

depicting toe-in made everyone sit up and take notice as it showed a bikini clad lass dipping her toe into a pool!). Only the toe-in was adjusted since caster and camber on the Model A (and most other pre-1948 Fords) is determined by the fixed axle and wishbone. Jay developed his own unique method for setting toe-in which the rest of us can also use to improve the accuracy of the job. The essential steps are as follows:

1. Jack up the front end just barely off the garage floor;
2. Use blue painter's tape to encircle each tire at the approximate mid-point of the tread;
3. Scribe a pencil line on the tape by using a rest to secure the pencil in a fixed position;
4. Using two stands (*see picture on front page*) built to hold the edge of a six foot measuring stick (*from Lowe's*) at a nine inch height, measure the distance between the scribed lines on the tires at the front and rear; and
5. Adjust the tie rod by turning it to lengthen or shorten it so that the measurement at the front is 1/16 inch less than the measurement at the rear.



This is the fixture and procedure that Jay replicated with his home-made device.

Headlight Primer

Ken Burns was next up to bat with a PowerPoint presentation on headlights with Eric again at the helm of the computer/projector. Ken started by reviewing the various types of headlights used on 1932-1953 Fords:

➤ 1932-39 - Not counting the bucket and wiring socket, headlights were composed of three separate parts – lens, bulb and silver-plated reflector. 1932-34 bulbs were 21 CP (candle power) and could turn a little in the socket thereby affecting aim. 1935-39 bulbs were 32 CP and had a flange on the collar which fixed them in the socket thereby improving aim. Light output was low due to State laws restricting CP output and to reflectors which tarnished readily and needed regular cleaning which was seldom done. 1932-36 headlights were adjusted by moving the whole headlight which sat on top of the fender while 1937-39 headlights were adjusted

by moving the headlight bucket contained within the fender. There were no uniform specifications for headlights during this period so components were not interchangeable between makes.

In 1936, the auto manufacturers started working with the American Association of State Motor Vehicle Administrators to develop a common sealed beam headlight system which was adopted by all manufacturers (except Willys, Crosley, Bantam and Graham) in 1940. The system was characterized by:

- Headlights being a single unit,
 - Headlights with standard size, shape and lens design,
 - Headlights with standard wattage,
 - Light switches located on the dash,
 - Country/traffic (hi/lo) beam selectors on the floor,
 - Red country (hi) beam light on dash,
 - Two types of sealed headlights were manufactured – a composite type with a metal reflector and a separate bulb inside, and a one piece all-glass unit with filaments inside.
- 1940-53 – Initially, Ford manufactured the composite type sealed beam headlights and used them in pre-war Fords and Mercurys. Pre-war Lincolns used all-glass units manufactured by Tung-Sol. Post war cars were equipped with the all-glass type, some with adjustment tabs and some without.

Ken then went on to describe how he had diagnosed, repaired and adjusted the headlight system on his 1941 Woodie. He explained that even with new Drake halogen headlights, the lights were still dim and finally failed completely on the fall tour last year. After tracing the failure to a bad dimmer switch and cleaning up the grounds in the headlight buckets, the lights still seemed to be too dim. An alignment check revealed the problem – both headlights were way off. Following the specifications in the '41 owner's manual, the headlights were aligned with excellent results.

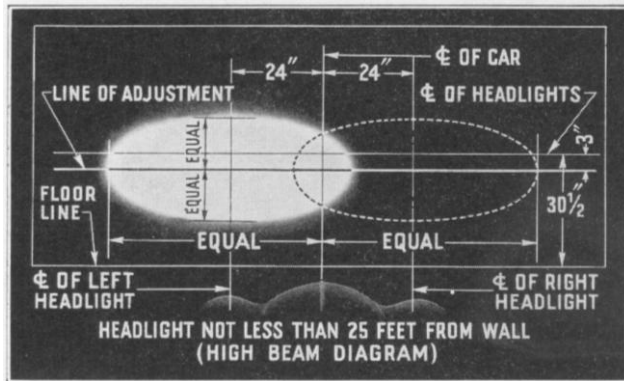
In order to properly align headlights, Ken emphasized that several things need to be in place:

- A 4 x 8 sheet of plywood or sheet rock to project the headlights on,
- Headlights exactly 25 feet from the projection board,
- Car on a level surface and centered and perpendicular to the board,

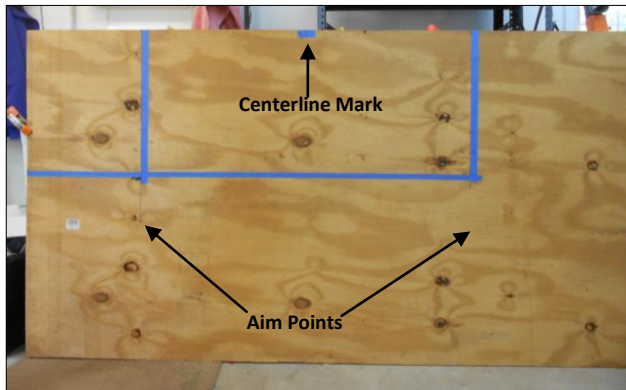
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Aim Points
Aim Points

- Correct tire pressure,
- Empty trunk, and
- Fully charged battery.

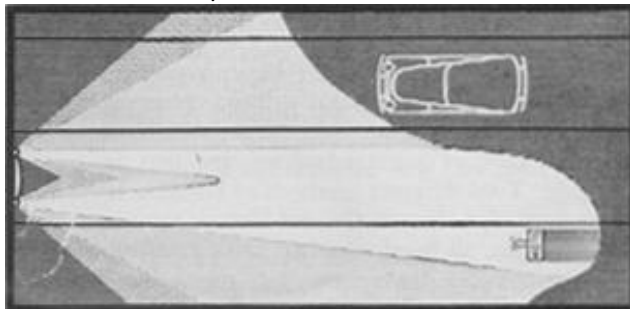


Specifications from the 1941 owner's manual.



Aim points were marked out on a sheet of plywood and erected 25' from, centered on, and perpendicular to, the Woodie's headlights.

When headlights are properly aligned, they shine down the driver's lane and into the oncoming lane when on country/hi beam. On traffic/lo beam, headlights are aligned three inches lower (at 25 feet) and shine down the driver's lane and onto the right side of the road. By contrast, 1932-39 headlights, when properly aligned, shine straight ahead down the driver's and oncoming lanes on both country/hi and traffic/lo beam; the only difference being a drop of focus on traffic/lo beam.



Traffic/lo beam illustration from the October 1939 *Ford News* which introduced the sealed beam system in the new 1939 Fords.

Ken ended his presentation by pointing out that cars driven on the left hand side of the road, as in England, require different lamps that shine to the

left instead of the right on traffic/lo beam.

Rust Removal/Treatment

Time was running out when Eric Sumner took the stage to talk about methods for removing or treating rust in the home shop but he gave us a very interesting and concise overview of several methods that he has used.

Rust removal:

- Vibrator with media such as [Eastwood "green"](#). This is a good method for hardware such as those unique old Ford nuts and bolts. Once clean, the hardware can be given an oil or black finish.
- Bead blasting. A good method for larger pieces and leaves a nice peened finish.
- Naval jelly. Messy method that just doesn't work very well, especially when compared to other methods.
- Electrolytic de-rusting with a sacrificial metal – A good method but quite slow; can be used on items with inaccessible areas.



The Eastwood "vibratory tumbler" similar to the one Eric uses.

Rust treatment (converts rust into inert matter):

- Phosphoric acid including products such as Prep & Etch.
- NAPA Rust Treatment.

Both of these methods work quite well but need to be painted right away.

GOTTA START 'EM YOUNG!

Virtual Tour of Grandpa Westrate's Woodshop

By Dave Westrate

This spring as I began the woodwork for the restoration of our 1939 Ford Deluxe Station Wagon, we learned that our granddaughter Eve's kindergarten class was doing a study project on wood. As a point of interest, my daughter provided the teacher, Mrs. Beth Cornell, pictures of our completed 1939 Ford Standard Station Wagon and some of the new wood pieces for the Deluxe restoration.



Front header pieces ready to have finger joints cut.

Mrs. Cornell asked if we would be willing to do a presentation about the wood for her class at Springhurst Elementary in Dobbs Ferry, New York from our home in Northern Virginia. She suggested that we do this using *Face Time* between my iPhone and her iPad. *Face Time* allowed us to interact live. The class could see me on the larger iPad screen and I could see the class on my phone using the video features on these devices.



Mrs. Cornell holds her iPad while Dave talks about finger joints.

I provided a 20 minute presentation about the cars, the wood, the tools used to shape the wood, and the finger joints which are common in these wood bodied

cars. At her request we ran a sander and a saw so the students could hear the sounds of this work. As you can see in the picture, our granddaughter Eve and Mrs. Cornell are demonstrating finger joints with their hands and all of the kids seemed to get the idea. The short question and answer period was dominated by one boy who wanted to be sure that we all knew that he had lost a tooth the night before.



Eve and Mrs. Cornell lead the class in the "finger joint" demonstration.

I must admit that I was a little intimidated by this technology "event" but it all went smoothly from my garage to the classroom in New York. A few weeks later we received two large envelopes in the mail. Each student had taken small pieces of wood and glued them to pieces of paper to make their version of a woodie wagon. The common feature was two wheels and from that point their imaginations took off. The photo shows a few examples.



Just a sampling of the "woodie" artwork Dave received from the kids as a thank you for his talk about wood and woodies.

Hats off to Mrs. Cornell and her imaginative thinking which brought more information to her students in an innovative way. We owe these hard working teachers a great deal and I thank her for this unique opportunity in which I learned as well.

CLUB COUPES AND FIVE WINDOW COUPES

By Trevor Poulsen

In the *March Valve Clatter* we looked at coupes for the years 1932 to 1936 which were available in both Three Window and Five Window body styles. These were the last coupes that had a rumble seat, where passengers sat outside the cabin.

Continuing with the tradition of offering two different coupes, in 1937, Ford headed in another direction. The Five Window Coupe was retained, but instead of the Three Window Coupe, Ford would offer a Club Coupe in its place.



The newly introduced 1937 Deluxe Club Coupe. Note the female passenger in the rear seat in this Ford publicity photo.

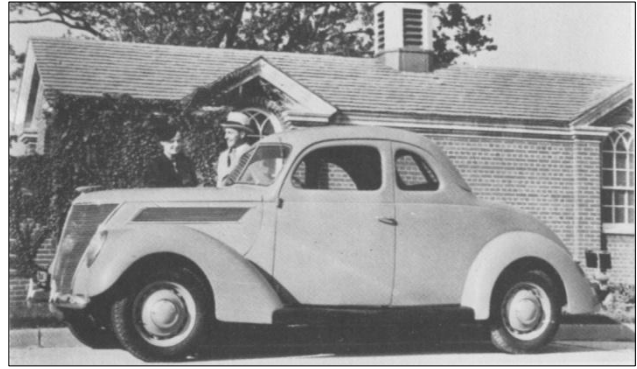
The major differences between these two models is that the Five Window Coupe utilized the doors from the Fordor Sedan while the Club Coupe used the longer doors from the Tudor Sedan. This longer door allowed access to the rear seat in the Club Coupes, when the front seat back was tilted forward. Passengers no longer had to sit out in the open but were well protected inside the cabin.



A Standard Five Window Coupe in a Ford publicity photo. Look closely and you can see the package shelf behind the front seats.

On the other hand, there was no rear seat in the Five Window Coupe which was classified as a 3 passenger model while the Club Coupe was a full 6 passenger model. Sure, it was a bit “cosy” for the passenger in the middle of the front seat, especially

when the driver had to change gears with the standard floor shift transmission.



Another Ford publicity photo – this one showing a 1937 Deluxe Five Window Coupe.

It is interesting to note that sales of the Five Window Coupe far exceeded the sales of the new Club Coupe.

1937 Ford Coupe Sales	
Standard Five Window Coupe	90,347
Deluxe Five Window Coupe	26,783
Deluxe Club Coupe	16,992
1938 Ford Coupe Sales	
Standard Five Window Coupe	34,059
Deluxe Club Coupe	7,171

You will notice that the Five Window Coupes were available in both Standard & Deluxe for 1937, while the Club Coupes were only available as Deluxe models

Locally, Ford Australia decided that the Club Coupe would be more suitable in Australia, while over in New Zealand the only coupe that they offered for 1937 & 1938 was the Five Window Coupe.

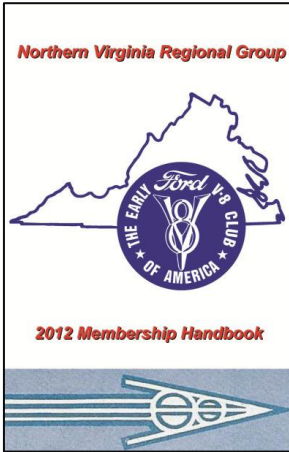
What is unique to Australia, is that the Club Coupe was available here in both Standard & Deluxe models.

The “greenhouse” was larger in the Club Coupes while the “trunk” was larger in the Five Window Coupes. These were two distinct bodies.

It is also worth mentioning that for 1938, the Standard & Deluxe models had completely different front sheet metal & grille. The Sedans for 1938 had completely different bodies, but that is a subject for another day.

The Club Coupe would only be available for 1937 and 1938, after which they would disappear because the Club Coupes of 1937 and 1938 were not as popular as the Five Window Coupes. There are not too many survivors.

There were no Club Coupes on display when I attended the 2009 Central National meet in Auburn.



Distribution of the 2012 Northern Virginia Regional Group Membership Handbook has been completed. If you have not received your copy contact Dave Gunnarson at (703) 425-7708 or gunnarson@verizon.net. The full color PDF version of the directory is also available from Dave. Lastly, let Dave know if

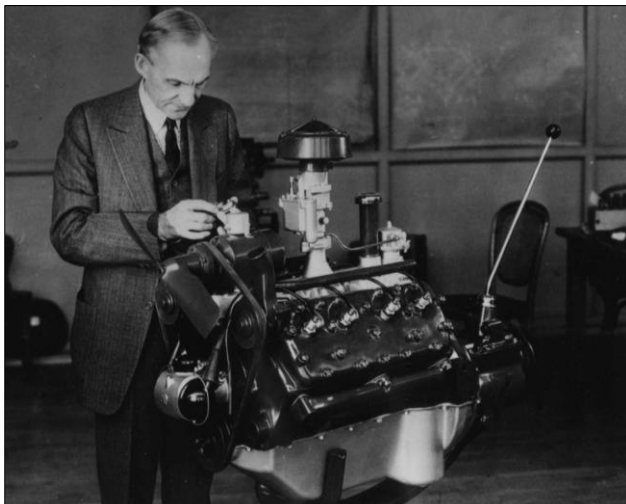
any of your contact info is wrong so that he can send out an errata notice.

ANOTHER ACCOLADE FOR THE FLATHEAD

Twenty Best V-8s of All Time

By Mark Luposello

Hot Rod Magazine, April 2012, published the results of a reader's poll ranking the 20 best V8's of all time. Readers were asked to assess performance potential, historic significance, looks, affordability today, and level of ease to work on. Some 2,000 people participated. Our iconic flathead was ranked 10th overall!!! Considering all of the technological advances in engines since the last flathead was installed in a production automobile, that's pretty darn amazing. The staff at Hot Rod Magazine choose their own top five for each of the judging categories. They placed the flathead 4th overall for "Looks Cool" (behind two different versions of the Hemi, and the Chevy W-series), 3rd overall for "Easy to Work On", and top honors for "Historic Significance!" That's gotta make you smile.



Clark Gable

By Cliff Green



Yes, that is a young Clarke Gable! Assuming that 1933 Ford is brand new, than he would be 32, at the height of his career. He became Hollywood's leading man in 1932 after his first pairing with Jeanne Harlow in the Movie "Red Dust" and with the second pairing in 1933 production "Hold Your Man," MGM realized they had a gold mine. Gable went on to make four more movies with Harlow.

Now what is he doing here? There is a map spread out and he is pointing with a pencil at what, a camping site or hunting grounds perhaps? There is all kind of camping paraphernalia on the ground including a canteen, rifle, sleeping bag, safari hat and some kind of rubber apparatus. We can only speculate that he is going somewhere where he can have some privacy

He has chosen a swift, comfortable car for transportation. With his money he could have picked most anything. The Ford has the reputation as a rugged car, perfect for back roads. We know this is a '33 because the hood vents are curved (like a 3) and the grill is slightly curved, unlike the '34 which is straight. The car is equipped with special "Jumbo" tires and solid wheels, not factory spokes – all the better for the back woods! Will Jeanne Harlow go with him?



DAVID M. BLUM

March 28, 2012

INDEPENDENT AUDITOR'S REPORT

The Board of Directors
Northern Virginia Regional Group
Early Ford V8 Club of America

I have audited the statement of operations for the period of January 1, 2011 to December 31, 2011 of the Northern Virginia Regional Group, Early Ford V8 Club of America.

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

In my opinion, the Statement of Operations referred to above presents fairly, in all material respects, the operation of the Northern Virginia Regional Group, Early Ford V8 Club of America as of December 31, 2011.



David M. Blum

Results of the audit of the NVRG statement of operations for the calendar year 2011.



City of Fairfax

Antique Car Show



Old Town Fairfax



Saturday May 19, 2012

10:00AM - 3:00PM

LOCATION: CITY HALL

(Between Rt. 123 & University Dr.)

10455 Armstrong St. • Fairfax, Virginia

Historic Old Town Fairfax—A Sense of Place

Live Bluegrass Music & Food!



Presented by:
Northern Virginia Regional Group
of the Early Ford V-8 Club

City of Fairfax

Downtown Fairfax Coalition
Old Town Fairfax Business Association

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

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



Disassembled 1926 Model-T Ford...



Getting it together...



SHE RUNS!

Saturday May 19th at 1:00 PM

Don't Miss this Extraordinary Demonstration!

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



For Sale – 1938 Ford 5-Window Coupe



Washington Blue. 4,900 miles on overhauled engine. New wiring, power brakes, new tires. Excellent driving condition. Exterior paint, chrome & interior in very good condition. \$35,000. Contact **Bill Chaney**, Deltaville, VA. 804-776-7597 (H) or flihi@va.metrocast.net. 5/12



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 – 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



For Sale – 1950 Mercury 4 Door Sport Sedan – beautiful, correct restoration, Roanoke Green over Trojan Gray, EFV-8 Dearborn and AACA Senior awards, radio, spot light, duals, and much more, \$25,000. **Jane Helms** – Woodstock, VA – 540-459-5890 – 03/12



For Sale – 21 stud V8 long block for 1937 and early 1938. This engine can also be used as a replacement for 1932-1936. We believe it is a military engine as it has the firing order cast into the heads. We also

Automart continued next page

Automart continued from previous page

believe that it is new as it was in a shipping container from Joblot when we acquired it. \$1,500.00 Also 21 stud V8 bare block for 1937 and early 1938. It has bearing caps and is clean. Can be used as a replacement for 1932-1936. It has the standard 3 1/16th bore. \$250.00. **Dave Westrate**, Oakton, VA, 703-620-9597 or DlwBaw@aol.com 03/12



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



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



Wanted – 1938 Ford sedan delivery. Nice original; older restoration or project with decent sheet metal. **Bill Potter** (c) 301-466-2610, Thanks. 03/12

CLUB MEMBERS PITCH IN

As you know Steve Ross recently held a garage sale at SL's house in Alexandria. Cliff Green and Hank Dubois assisted Steve in sorting, identifying and pricing items the day before the sale. Ed.

SL Ross Garage Sale

By Cliff Green

Hank Dubois and I went over to S.L. Ross' home and met with his son Steve to help him set prices on the ton of merchandise that his Dad collected.



Cliff, Steve and Hank take a break.

We priced a pair of rear coupe finders for \$1,800. Several glove box clocks and a rear view mirror clock were nice. He has a toe/in/out rod that is neat, especially after the talk last night.



Hank holding a rare '35-'36 Ford under seat heater outlet.

Lots of shock absorbers, bearings, spark plugs, heads, headlights, three engine blocks with crank and cams, new valves, valve springs keepers and guides - you could build up an engine with the parts available. Lots of fuel pumps, '42-'48 NOS front covered spring, 11A covered spring, '35-'36 dash gauges, '36 grills and more fenders, two very nice '36 dash boards with glove boxes.



'36 grills galore.

Cartons of ignition parts. A Pines NOS winter front that has never been painted with the decal still on it looked appealing. There was only a few '40 parts.



Steve and Hank look over the goodies.

For the '35 - '36 restorer, it is a real treasure trove!



NVRG Calendar



<u>May</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: Dave Westrate updates us on Woodie woodworking techniques and processes – Refreshments: Keith Randall
12	54th Annual AACA Shenandoah Region Apple Blossom Show - Jim Barnett Park – Winchester, VA
19	Annual NVRG/City of Fairfax Antique Car Show – Armstrong Street in front of City Hall – contact Dave Westrate (dlwbaw@aol.com or 703- 620-9597) to volunteer. See page 12 for details.
29	NVRG Board of Directors Meeting – 7:30 pm @ County Club of Fairfax.
29	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>June</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Annual Ice Cream Social and Art Show – Refreshments: Dave Gunnarson
17	39th Annual Sully Antique Car Show – 10am – 3:30pm. This is a great, multi-generational family event – bring the whole family and join us for a picnic in the shade by the Woodie Club display. Contact Clem Clement if you haven't received a registration form - clem.clement@cox.net .
19-22	2012 Eastern National Meet - Hiawassee, GA – click here for YouTube video presentation.
26	NVRG Board of Directors Meeting – 7:30 pm @ County Club of Fairfax.
<u>July</u>	
7	NVRG Family Picnic – Art and Sarah Zimmerli's farm in Amisville, VA
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Eastern National Meet Review – Refreshments: Volunteer still needed! – contact Mark Luposello if you can help: 703-356-3764 or drspdracer@gmail.com
28	Fort Belvoir Show and Shine Auto Show – here's a great opportunity to support our troops – mark the date – more info to follow.
31	NVRG Board of Directors Meeting – 7:30 pm @ County Club of Fairfax.
31	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- August – Drive-In Movie Tour
- August – Central National Meet – Branson, MO
- September – TBD
- October – Fall Hershey
- October – NVRG Fall Memorial Tour



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



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

Vice President	Jim McDaniel	703- 569-6699	FFX Show	Dave Westrate	703-620-9597
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At-Large	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

May Program: Woodie Wood Working – Wow!

Mark your calendar! The May Meeting is on Tuesday, May 8th 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