

Northern  
Virginia  
Regional  
Group



# Value Clatter



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

[www.nvrg.org](http://www.nvrg.org)

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Ken Burns - Editor

# THE TRIFECTA TOUR

## Triple Threat Garage Tour

Pictures by Steve Zimmerli, Clem Clement, Rick Parker, Eric Sumner, John Sweet, Jim Gray and Editor



Tour mid point – the usual suspects pose in front of Steve Zimmerli's garage – Hank Dubois '35 3 window is hidden – Jim Gray owns the '31 Model A.

## And There Were Even Some Trains for Me!

By Clem Clement

It was a snowy, cold, gray, wet, slumpy-dumpy kinda day...that's my excuse and I'm sticking to it..."NO IT WAS NOT!!!" Jiminy Cricket is shouting in my ear. Oops, what I meant to say was it a clear crisp morning starting out chilly and getting up to 52° by mid afternoon as we gathered for the January 19<sup>th</sup> NVRG garage tour. Jim Gray of the Model A Club fussed that he started out with the temp at 29° in his '31 Model A Coupe. He got no sympathy from any of us. Then I fussed that the wx man had said that all the roads had been treated for the snow that never arrived so I left my '39 pick-em-up at home; I got absolutely no sympathy there either. Ken Burns showed up his '41 Woodie, Jim McDaniel in his '51 Cruiser and Hank Dubois in his '35 Three Window, probably to embarrass all of us less adventurous souls who actually believed those weather guessers. Whadda they know, anyway?

Our first stop was Sarah and Dave Gunnarson's home. We all fit in his 2 story, high bay, 3 car garage to marvel at

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## *Up Front with the President*



*February 2013*

Dear V-8ers,

Living in Northern Virginia during the month of February means we are still in the grip of Old Man Winter. Yet with all those cold temperatures, freezing rain, sleet, and snow, we have lots of great things to look forward too. While anticipating the fun we'll have in few months may not physically warm you on a cold February winter's day, it should warm the cockles of your heart.

One thing that does seem to warm the heart is the nostalgia of model trains. Please be sure to come to the February 12 meeting and hear our very own **Clem Clement** speak about model trains. This is a subject near and dear to Clem's heart and you'll be sure to learn lots about Ives, Lionel, American Flyer, home-builts and much more. Of course this is a prelude to our February club tour – Clem & Sandy's annual Train Day on Sunday, February 24th. Please the details on page 12 and we'll see you there.

And while an Early Ford V-8 meet in February is as rare as cheap original '32 parts, you should be planning your summer National Meet attendance right now. The big one, of course, is the Golden Jubilee 50th Anniversary Grand National Meet in Lake Tahoe. Scheduled between June 17th through the 21st, reports indicate that this meet is going to be very well attended. The primary host hotel, Harrah's Lake Tahoe, is already booked up and the secondary hotel, Harvey's Lake Tahoe is filling up fast, so go to <http://www.earlyfordv8.org/early-ford-meets.cfm> to download your registration form and sign up.

For an added bonus, the Lincoln-Zephyr Owners Club/West is co-hosting their meet concurrently with the Early Ford V-8 Club Grand National. For something a little closer, there is also a joint LZOC/LOC National Meet, or Gathering of the Faithful (GOF) right around the corner in Westminster, MD, from May 2nd to the 5th. If you've never been to a GOF, you have missed out on some great fun. Naturally, being cousins, Early Ford V-8s are welcome to participate. Check both Lincoln meets at <http://www.lzoc.org/calendar/calendar.htm>.

If the above meets aren't enough for you, just wait. Your Board of Directors and fellow members are planning a great tour for March and the ever popular Poker Run for April, plus a fascinating run of programs. Of course, if you have any ideas for programs or tours, we'd be glad to hear from you, and if I do hear from you, you'll warm the cockles of my heart! Send your ideas to [speedbird201@gmail.com](mailto:speedbird201@gmail.com).

Happy V-8ing and see you on the road,

*John*

Tour continued from front page

his tools and efforts to flog a '35 Ford 1.5 tonner back to factory fresh. I mean he is becoming THE world's expert on this truck. From correct, cad-plated, thick headed bolts and rivets to proper accessories and a home-did rotisserie for easy frame work. (Easy for Dave maybe but whacking 3/8 rivets is not easy for most hobbyists).



Dave Gunnarson explains some of the things it takes to restore a "Big Truck." The cab hangs from the ceiling of the double high garage. In the foreground is the fixture Dave designed and fabricated to rivet the high speed (for a truck) ring gear back together.

Parts and pieces are gathered and resting in their labeled boxes for the soon-to-come great assembly time. For sure a truck that takes up one high garage space all assembled, takes up a whole house and garage when in pieces.



Dave's nearly primer-ready frame and the detailed rebuilt '35 engine. L to R: Elyse Kudo, Bill Potter and Joey, Model A guy Benny Leonard, Dave and Don Pauly (partially hidden). Dave is explaining the subtle differences between a correct '35 engine and a '36 engine.

Down in Dave's basement along with the parts storage, and an awesome home-made sand blaster were some real railroad artifacts from the New Haven Railroad. Semaphore pair, operating two light crossing signal and switch lantern. Also cabling and brackets from an overhead train power system. I loved these artifacts so much I nearly swooned. Be still my beating heart! Thanks so much Sarah and Dave.



Dave finds out it's like trying to herd cats as he attempts to get the group on its way to its next destination at Steve Zimmerli's. In the picture in no particular order: Ken Gross, Al Mason and Jim McDaniel (both partially hidden), Art Zimmerli, David Blum, Rick Parker, Hank Dubois, Greg Mensinger, Andy Koerner, Shelly Sweet, Bill Simons, Wayne Chadderton, Bill Selley, Bill Potter and Jim Crawford.

Then, to quote Willie Nelson, it was "on the road again" to Steve Zimmerli's property located on what, at one time, was the primary spot for Dulles Airport – that is until Judge Brown, one of the local good ol boys back in the day declared he didn't "want no stinkin', noisy airport in these here parts." Now it's in the Occoquan Watershed and zoned in 5 acre parcels.

New cars, muscle cars, tractors, V-8s and a Model A Tudor. But Steve's friend Chris took the cake with a circa 1943 Kettenkrad half-track motor cycle.



Steve's '68 Mustang Convertible and '70 440 Tri-Power Dodge Charger share the lower triple bay with Art's '36 Roadster.



Art Zimmerli's '29 Model A Tudor and Ken Burns '41 Woodie bask in the warm morning sun in front of Steve's home while...

Tour continued on next page

Tour continued from previous page



Hank Dubois' '35 3 Window and Jim Gray's '31 Model A lurk in front of the lower triple bay garage before being surrounded by the crowd for the group picture.



Eric Sumner's favorite picture of the day – Art Zimmerli's '36 Phaeton in the foreground of the upper double bay with Steve's 1953 Ford Jubilee Tractor in the background.

We were speechless (some of us dumb-struck) with envy. I loved it all, but particularly loved the random collectibles that fit perfectly: the surfboard, the American Flyer sled, the toy train (that's right – more train stuff), signage, anything that caught Steve's eye. Yummy wall candy everywhere.

From Steve's we hit the road again to Susan and Keith Randall's big garage.



Sheriff Jim McDaniel heads for Keith Randall's garage – our last stop before lunch.

Once there we were again mesmerized with by the fine cars and collectables. Signs, heliometer tail rotor, railroad signs (yeh, that's right – all serious car guys also love trains!) and other important ephemera.



The "Mentor" sign hanging on Keith's wall came from the old Mentor, Ohio, New York Central train station in Keith's home town.



The former Mentor train station has been re-purposed as a restaurant.

Everybody selected their favorite car: here mine was the '35 Packard 120 convertible with sueee-side doors that has been in the family forever. So many of us had to part with our toys as life gets in the way.

By this time we were starving so off we go to Delia's on Backlick Road for chow and warm chat.

Whatta great event with EV-8ers and friends thereof!



Check out the weather vane at the Monoxide Manor Garage!

### Gray with the A

By Jim "Half an Eight" Gray

This year when Clem Clement invited me to go along on the NVRG garage tour; I knew he meant I

Tour continued on next page

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was to drive my Model A. Since I had specific orders from my oldest granddaughter to be at her gymnastics meet near FedEx Field by 2:30 p.m., I realized I'd have to truncate my tour to just two of the three garages scheduled; what a tremendous truncated tour it turned out to be.

We were gifted on Saturday, January 19<sup>th</sup> with a beautiful, if not a bit nippy, 29<sup>o</sup> morning. I let the engine idle as I added air to Ruby's tires, and by the time I had driven out of my neighborhood, her trusty manifold heater had warmed the cockpit nicely. Within 15 minutes I met the NVRG gang at Dave & Sarah Gunnarson's garage.



The sign above the door says it all: inside this high-bay 3-car garage is a MAN'S truck... albeit in many pieces! I remember sharing dinner at Hershey this past October with a group from the NVRG and seeing this trophy right after Dave found it. The only question I have is: will it grace the finished truck?

It was like stepping into an exploded 3-D image of a 1935 ton-and-a-half Ford truck. Looking right we saw two different bed frames floating over the work floor. To the left we saw the frame on a home-made rotisserie sitting next to a pair of restored engines. Hovering over the frame, the truck's cab waited to be reunited with its disparate parts.



Maybe it's a little hard to tell but these are 2 stake bed frames also suspended from the ceiling along with the cab shown in an earlier pix.

I have to admit, I was impressed by the sheer magnitude of Dave's project. Hot riveting 3/8 inch rivets into the frame was impressive enough, but the engineering required to cold-rivet a replacement ring gear for his rear end struck me as extraordinary.



Clem ponders the frame and the home-built rotisserie

Dave is replacing the stock rear end gearing with a higher speed pair to increase his top speed from 45 to 55 mph. To do that, he had to get special rivets machined from stock ones so that he could use a 35-ton press to expand the 12 rivets into place without the rivet head being left too proud. Getting the old rivets out presented a significant challenge. A cold rivet joint is incredibly solid because the pressed-in rivet fills all the tiny voids in the holes of the pieces being joined. That characteristic meant that just grinding off the head and drilling the rivets out didn't prevent the need for lots of hammer blows to drive them out.



Dave's shows Hank Dubois his new high-speed 40-tooth ring gear.

Our next stop was at Steve Zimmerli's 7 garage bays full of interesting vehicles and collectibles. Our

Tour continued next page

Tour continued from previous tour caravan brought Hank Dubois' '35 Coupe; Ken Burns' '41 Woodie, Jim McDaniel's 1951 Sheriff's car and my A to the show. We were joined by Chris Loiselet's WWII German military vehicle, a Kettendrad "gun tractor."

Steve had a 1929 Tudor in the driveway that he and his dad Art were having a problem getting started. Clem, Benny Leonard and I inspected it, but with our limited time at this stop, we couldn't do much. We remain on call to help Steve and Art get this girl running again.



Car doctor Clem prepares to examine the patient.

When Clem noted that both Dave and Steve had trains and train ephemera on display he told me: "...this makes my day." What made my day was seeing a 1936 Ford Phaeton, Clint Eastwood's first car, in one of Steve's garage bays. Art told me he had gotten a Phaeton because he couldn't find a Roadster. Clint told me he'd gotten his Phaeton in 1946 (when he was 16) because he loved it. Clint and I talked about his first automotive love when Ruby and I worked for him in the filming of "J. Edgar" in March, 2011.



Another view of Art's '36 Phaeton in the upper bay.

Thanks to Clem for inviting me again, to Dave & Sarah and Steve for hosting us, and to the entire

NVRG club for including this half-an-eighter in another of your great garage tours. It's always fun to go with this group, an experience I call "Runnin' with the Big Dogs." Just think, if my late '31 Coupe had been built just a few months later, I "could've had a V-8."

*Editor's Comment: I had a couple of questions for Steve Zimmerli about two unique vehicles seen at his house – a smokin' hot Mustang tribute car in the garage attached to his house and the 1/2 track motorcycle that motored up from the horse paddock just as we arrived. Here's what he had to say.*



John Sweet and Greg Mensinger circle the blown Mustang.

The tribute car it is owned by a friend, Jefferson B. Mealey. Jeff and I have a lot in common including Mustangs, and unfortunately, Diabetes. Jeff was invited but was recuperating from having his foot removed. He graciously allowed me to bring the car anyhow. If he was able to attend I'm sure his real Shelby GT500KR would have been there too. The tribute was originally a 2005 GT. He decided to clone it into a Shelby based on his 1968. Some of the modifications include lower, stiffer, Ford Racing suspension; Shelby brakes; 19" wheels; Shelby interior; roll bar; Shelby paint scheme including 1968 rocker stripe kit and many Ford Racing engine mods such as a supercharger. The technical Ford lingo for what happened to the car is FR 1, 2&3.



Ken Burns, Jim Crawford, Jim McDaniel, Joe Freund, owner Chris Loiselet, Bill Selley, and Don Pauly and the WW II German NSU Kettendrad HK 101 Tracked Motorcycle.

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The other vehicle in question is known as a [Kettenkrad](#) here in the U.S. I think the German spelling is Kettenkraftrad. It is owned and restored by Chris Loiselet (French) who is an avid collector of WWII items including the enemy's hardware. I asked him once how he became interested in the restoring and preserving German war items. He told me it was because his grandfather used to tell him stories of fighting the Germans in France. Even though his grandfather was brutalized by the Germans he had respect for them as soldiers. Chris told me if they captured regular German infantry they would take them prisoner but if the caught SS they would execute them. Having the ability to see something like this is a rare opportunity. Chris says world-wide there is only an estimated 50 surviving. Here in the U.S it is estimated at fewer than a dozen most in museums and not in running condition. Chris is invited, and travels to many historical war displays. Being able to walk up to enemy hardware makes the war very real and lets us know what our soldiers were up against.

## JANUARY MEMBERSHIP MEETING

### Show and Tell

By John Ryan

The first program of 2013 was a "show and tell" open forum in which several members displayed and described a wide variety of parts, equipment and/or memorabilia. At these forums, like Forest Gump's box of chocolates, you never know what you'll get, but it's guaranteed to be interesting and evoke a lot of audience participation.

Prez John Sweet kicked off the meeting by displaying a number of period road maps and travel aids and using these items to discuss road travel in the 30s and 40s.



John Sweet holds a 1932 copy of "Key to Inscriptions on Virginia Highway Historical Markers."

Perhaps the most unusual item John presented was a guide to Virginia historical markers, dated 1932. Apparently, the much more leisurely rate of travel in those days allowed travelers to actually stop to read those ubiquitous signs that seem to flash by in an instant now. Also a bit unusual was a Trip Tick for a Glidden Tour in the 1950s. Other items included a AAA service station directory (1949), a travel accommodations directory (1948), regional tour books with points of interest, and a number of maps, the earliest being 1931 & 1933. John pointed out that the travel accommodations directories were also published in separate versions in the days of Jim Crow.

Ken Burns displayed a very comprehensive Ford Mechanical Training Course for Servicemen produced by Ford for the 1941 cars. Neatly packed into a leatherette covered metal carrying case, this package consisted of film strips, 33 rpm records and printed manuals covering nine separate modules: 1) The Six Cylinder Engine, 2) Hydraulic Brakes, 3) Engine Tune-Up, 4) Transmission, Clutch and Rear Axle, 5) Wheel Alignment, 6) Glass Replacement, 7) Painting, Body and Metal Work, 8) Piston Ring Replacement and 9) Lubrication, Anti-Freeze, Quick Battery Charging. This package was the basis for the dealer's training program at the beginning of the model year. Audience discussions included various approaches to digitizing these materials for use with modern audiovisual display technology.



Ken points to a page in the Hydraulic Brakes manual that contains the picture and text found on the corresponding film strip and record.

Dave Gunnarson took the prize for the biggest and smallest items of the night. He passed around an "endless match" souvenir from the Ford display at the 1935 California Pacific International Exposition held in San Diego.

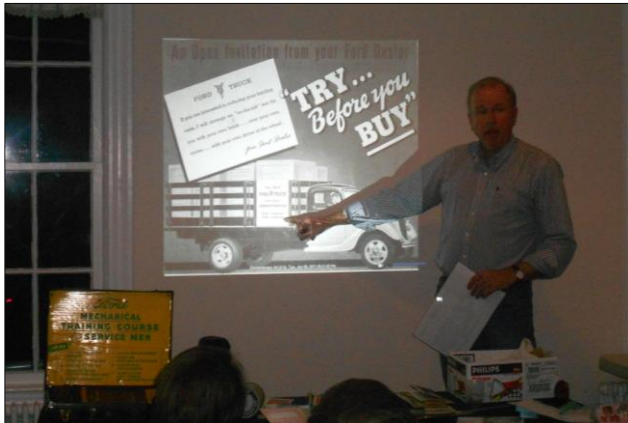
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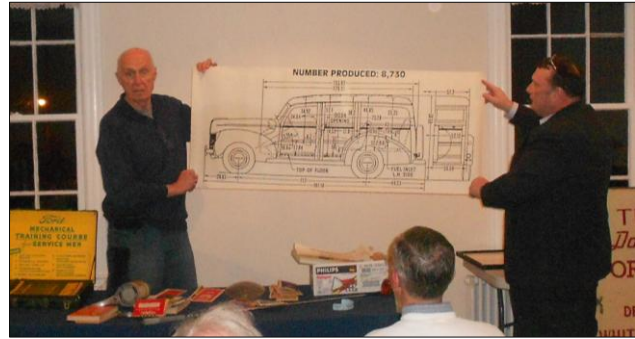
One side of the "Endless Match" has an image of the Ford Pavilion erected in San Diego's Balboa Park. The Pavilion today houses the San Diego Air & Space Museum.

On another theme entirely, Dave presented literature on a Half Track Rear Driving Unit for '35 trucks. This aftermarket system converted the 1.5 and 2 Ton Ford trucks to a half-track drive system. Reportedly, the system cost nearly as much as the basic truck! In contrast, the Marmon-Herrington all-wheel drive system was introduced in 1935 and began to mount significant sales in subsequent years, thus probably making the half-track conversion obsolete. Dave also displayed an original stakebody advertising panel from one of the 1935 demonstration trucks. The demonstration program included a special paint scheme and promotional literature in an effort to boost truck sales. Dave's panel was also the subject of an article in the last *V8 Times* (and is shown on page 5).



Dave points out the advertizing panel as shown in an original 1935 Ford commercial brochure.

Need an attractive wall hanging for your garage or man cave? Cliff Green showed the results of his effort to produce a large-format version of a line drawing of a 1940 Ford Woodie from the 1940 Ford Salesman's Reference Manual. The approach was relatively straightforward – making an initial scan at home and using local copy centers or business graphics operations to do the enlarging at modest cost. These line drawings are available for most Ford models.



Cliff and John display Cliff's large-scale line drawing.

Aftermarket gizmos to increase gas mileage seem to have been always part of the automotive scene, as evidenced by two examples presented at the meeting. Nick Arrington presented an add-on mileage booster, probably from the late 30s or early 40s. The booster consisted of a spacer plate inserted between the carburetor and manifold supposedly improving the mixture through some rather unclear physical principles.

Eric Sumner displayed a similar, but current production, carburetor-flange spacer obtained at Hershey last year. In this case, the concept used thermal reflection to minimize carburetor heat soaking and produce a cooler mixture.



Nick Arrington's vintage miracle mileage boosting atomizer.



Eric Sumner's poly-core space age material carb heat blocker.

Leo Cummings focused on both electrical and mechanical elements of Ford vehicles. With a cutaway example in hand, Leo described the inner workings of the vibrator used in antique auto radios. The vibrator produces the high voltage (square-wave) alternating current needed to operate the radio tubes.



Leo Cummings passes around a Borg-Warner overdrive solenoid.

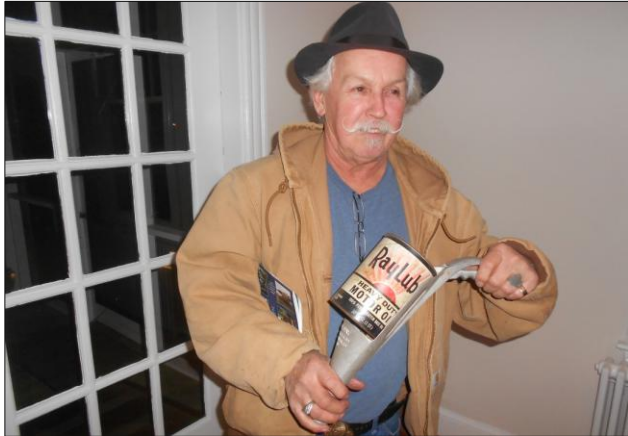
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Then he explained the workings of overdrive parts, including the solenoid and planetary gears for speed changing, and passed around examples to illustrate his presentation.

Ray Lambert wound up the show with an antique can of lube oil and a very unusual vintage oil filler spout. The filler spout was designed to cradle the can and enable the serviceman to deftly pierce the can and insert the filler spout in one operation with one hand.



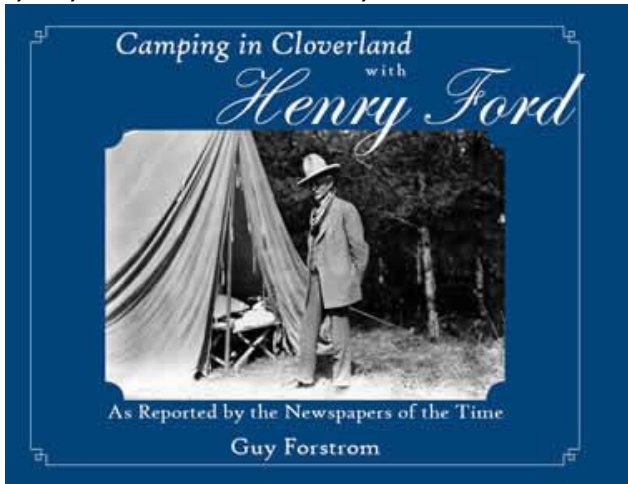
How many of us are lucky enough to have an oil can bearing our first name?

In all of the presentations, there was a lot of audience participation, adding depth and color to the presentations based on the experience and knowledge of the 20 members in attendance.

### BOOK REVIEW

#### CAMPING IN CLOVERLAND WITH HENRY FORD

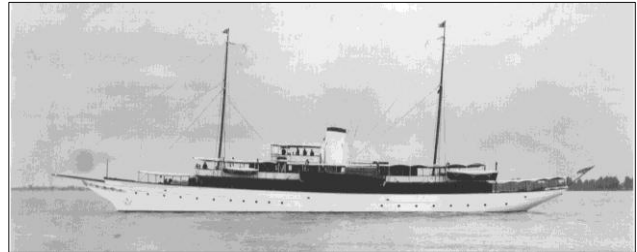
By Guy Forstrom – Reviewed by Dave Westrate



The story of Henry Ford is so extensive that even now interesting details keep emerging. This book compiles the 1923 accounts from five newspapers of Ford's two week vacation trip to the Upper Peninsula of Michigan near the Iron Mountain facility of the

Ford Motor Company. The author's extensive research for this book helped identify people and places not previously documented including a lot of photographs. The book is full of interesting pictures.

Many previous accounts identify Henry's camping buddies as Thomas Edison, and Harvey Firestone who accompanied Ford on this trip along with their wives and entourage. Cloverland refers to a publication of the day which promoted the Upper Peninsula for new industries and farming after the mining and lumber resources had been depleted. The newspapers report that Thomas Edison had been made "Commander-in-Chief" of the trip and was in charge of the elaborate schedule. One photo shows seven 1922 Lincoln cars and trucks which were shipped in by boat to support the trip. The party arrived in the Upper Peninsula on Ford's yacht the *Sialia* (The Bluebird of Happiness). Mr and Mrs E.G. Kingsford also joined the party. Kingsford was in charge of Ford operations in the area.



The steam yacht *Sialia* was built in 1914 in Wilmington, DE. Henry acquired it (second-hand – gasp!) in 1917. It was 207' long and displaced 552 tons. During WWI Henry leased it to the US Navy for \$1.

Each vehicle had a chauffeur and there was a Japanese cook and helper. Meals were in formal attire and served on very large round tables with lazy-susan centers that rotated so people could serve themselves. The tables were usually in a tent. The Firestone vehicle featured "enormous" new balloon tires which were seven inches in diameter and had twenty to thirty pounds of air in them "which all cars would have in the future".



Harvey Firestone inspects the "balloon" tires on his 1922 Lincoln. **Cloverland** continued next page

**Cloverland** continued from previous page

Newspaper accounts for the entire trip had speculation about Ford running for President of the United States. One advertisement had a quarter of a million acres of land for sale for \$5-15 each. False rumors of Thomas Edison's death reached Detroit during the trip.

Newspaper accounts document an incident when Ford went for a walk by himself and discovered a fire set by kids on the porch of a vacant hotel. Ford organized a bucket run to the lake and put out the fire. He was named an honorary member of the [Michigamme](#) Fire Department as a result. The book has pictures of the huge facilities the men visited for mining and lumber processing which are very interesting.

By reading this book I discovered that the story I have been telling for a number of years about "Kingsford Charcoal" is not accurate. Facts are beautiful things.

## E-MAIL BAG

### In the Beginning.....

*By Jim Crawford*

The copy of the 1<sup>st</sup> Newsletter of the NVRG, reprinted in January's *Valve Clatter*, brought back some great memories. Before the NVRG, there was the National Capital RG. Early on, Virginians like S.L. Ross, Cliff Green, Bill Vincent, and others were active members in the NCRG. In 1972, we sponsored an "All Ford" picnic in Silver Spring at which Mike Gall discovered the Club. Little did I know many club members and their families would spend weekends camping at his place near Charlottesville. I attended some of the first meetings of the new Virginia group at Mike's home in Fairfax.

In that 1<sup>st</sup> newsletter Mike Gall offered his thanks to Arnold Lees (who got membership card No. 1) for his work in starting the NVRG, but I doubt many remember Arnold. He passed away a few years ago in Texas. In the 1970s he was stationed at the Pentagon, having served in the USAF in many locations and moved away in the early '80s. His passion was '40 Fords and Ford literature. We were friends and roomed together at the 1978 Grand National Meet in Tulsa.

Arnold was instrumental in working with the board of the NCRG in waiving their "territorial rights" to allow the chartering of the NVRG. The National Club charters each RG with a given geographic area. While several from Virginia were faithful NCRG

members, they obviously had difficulty in making the monthly meetings in Maryland and wanted to form the NVRG along with others who were not NCRG members. But there were some in the NCRG who felt strongly that a new NVRG would take away from their RG and so were very much opposed to the idea. This was actually a hot topic in several Board meetings, although not widely known. Arnold made some personal contacts with Board members with a strong argument for the new RG and was helpful in changing the minds of some key members.

Obviously the new NVRG was a good idea and both the National Capital and Northern Virginia have always been two of the top RGs in the country.

### Finally Finished

*By Dean Larson*

I just sent my renewal. Sorry for the delay and thanks, Dave, for your persistence. I really enjoy the newsletters and especially the pictures of members I have met at Hershey over the years. Last year I missed Hershey for the first time in almost 20 years!

The hot rod is finally working well. I had several transmission problems but in the spring I installed one that I built from Lincoln Zephyr gears and parts I had collected over the past 6 to 7 years. After blowing first gear within the first 200 miles, I found a good cluster gear for it and the balance of the summer has been uneventful.

I am so confident that I just sold one of my **three** rebuilt open drive spares on EBay! There seems to be a pretty good demand in the open drive units with the double detent shift towers and larger shifter fork (3").

These are pictures of the finished '32 roadster and a shot of the cluster gear damage showing first gear of the Lincoln gear set. I found a good used cluster gear that cost me \$350.



Dean's "Old School" Brookville-bodied hi-boy is finally on the road.

E-Mail continued next page



This cluster gear was no match for Hemi power!

### Penetrating Oils

Sent in by both Art Spero and Trevor Poulsen

[Machinist's Workshop Mag™](#) recently published some information on various penetrating oils that I found very interesting. Some of you might appreciate this. The magazine reports they tested penetrates for break out torque on rusted nuts. They are below, as forwarded by an ex-student and professional machinist. They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating Oil Tested	Average Torque to Loosen
No Oil used	516 foot-pounds
WD-40	238 foot-pounds
PB Blaster	214 foot-pounds
Liquid Wrench	127 foot-pounds
Kano Kroil	106 foot-pounds
ATF*-Acetone mix	53 foot-pounds

The ATF-Acetone mix is a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. Note this "home brew" released bolts better than any commercial product in this one particular test.

## RESTORATION ROUNDUP

### C11ADF Update

By Colin Spong

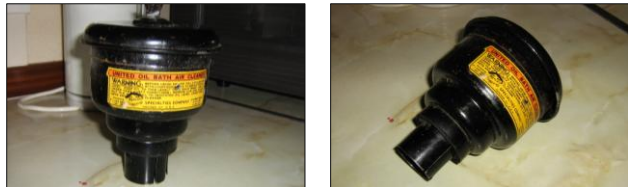
When I got back from the USA I ordered a pair of 1941 running boards from EMS and had them shipped to NJ where the MGA we bought was awaiting shipment. I now have them and have attached some photographs. I have offered them up to the wagon and they seem as if they will fit but it is difficult to know as the fenders have bobbed on the lower edges (probably due to rust) and the running board brackets truncated. I image that there must

be some kind of retainer on the inner side of the running board to allow it to bolt to the bracket.

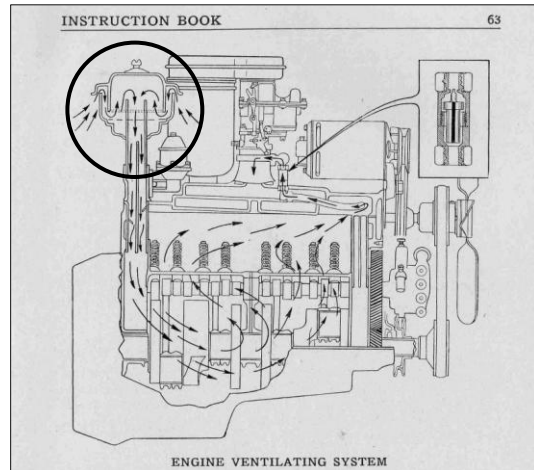


Looking at USA Ebay I found all manner of 1941 parts that I was able to buy at very reasonable prices...heavy duty air cleaner ( the big "U" shaped type), battery tray ( I can adapt it if RHD as it is a mirror image), two pairs of headlamps buckets, a complete cowl vent assembly, horn button, wind-shield wiper motor (NOS), a pair of tailgate supports and pair of lower grilles. These are all still in Virginia.

Here in the UK Ebay I saw to my amazement an oil bath breather cap with the part number C11ADF - 6766-B and have attached photographs.



It seems that the C11ADF engine had a semi-closed ventilation system, see attached diagram from the C11ADF "Instruction Book." This shows a 1942 style engine with crab type distribution and is the third edition so may date from later than 1941.



The oil bath cap is NOS and was in the original box still sealed from the war. It was two layers of heavy cardboard which then had a heavy waterproof coating which looks as if it could have survived years at the bottom of the sea.

One of the next jobs is to strip out all of the interior civilian trim and also remove the heavy diesel gearbox which has been fitted amidships. Once the trim is out we may learn more about the wagon.



## OLD CAR AND TRAIN DAY

SUNDAY FEBRUARY 24, 2013

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](mailto:clem.clement@cox.net)





**For Sale** – 1951 Ford Victoria with stock flathead V-8, 3 speed with overdrive. Sea-foam green with a raven black top. Red's Headers, dual and aluminized exhaust. Non-original Continental Kit. Engine runs well but not sure when it was last rebuilt. Paint in good condition - a few chips. Chrome/stainless good. Very good tires with optional wheel disks over original "dog dish" hub caps. Interior was re-done - not original materials – original headliner. Radio makes noise/static – needs to be repaired. Retrofitted fully electric clock mechanism. One weak sheet metal spot – hood at the hinge on driver's side fatigued. Hinge loosened - no further damage. Car needs weather stripping. \$15,000. Car located in MA. **Dean Larson.** [bumpo72@comcast.net](mailto:bumpo72@comcast.net) or 781 982 8983 (after 7 PM) 02/13



**For Sale** – 1934 Ford Roadster. It's a good one!!! Somewhere close to \$60K. [Click here](#) to see more. Located in Charlottesville, VA. Allen Ponton. 434-293-4400 or [allen.ponton@gmail.com](mailto:allen.ponton@gmail.com) 02/13



**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** – Parts from 1948 F7 337 c.i. engine: heads, water pump, large capacity oil pan, 5 speed shift plate, carb. Very reasonable to V-8 members. Also (4) 16" '48-'50 era truck wheels. \$80 set and many small parts for 1940-'48 cars. **Jason Javaras** 540-786-5819 11/12



**For Sale** – 1949-50 overdrive transmission - fits passenger cars (not convertible or station wagon). Includes control cable, new-in-box kickdown switch, and driveshaft – no wiring harness although old harness partially there. \$185 – located in Northern Neck. **Richard Thompson.** 804-453-4528 or [AATNNECK@GMAIL.COM](mailto:AATNNECK@GMAIL.COM) 12/12



**For Sale** – 3 HP Craftsman air compressor, 30 gallon tank, 220 volts, good condition. \$50. **Ken Burns**, 703-978-5939 or [helenandken@verizon.net](mailto:helenandken@verizon.net) 01/13



**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 or [cliffgreen@cox.net](mailto:cliffgreen@cox.net) 12/11



**Wanted** – looking for a 1950s-60s Ford 4 door sedan, good driver, not show, 6 cylinder okay. **Tyree Harris**, 804-556-5200 or [tyreeswires@peoplepc.com](mailto:tyreeswires@peoplepc.com) 01/13



**Wanted** – Four matching (five preferred) 15" steel wheels to fit 1951 Ford passenger car. Want to re-mount my radials for my trip to the Western Meet in Tahoe but also want to keep my bias-ply tires

**Automart** continued next page

**Automart** continued from previous page mounted for future use. **Jim McDaniel**, 202-409-4459(C) or [jim.mcd@cox.net](mailto:jim.mcd@cox.net). 12/12



**Wanted** – 1935 Front Perch Bolts – **Nick Arrington** - [nta1153@verizon.net](mailto:nta1153@verizon.net) 11/11



**Wanted** – 1938 Ford sedan delivery. Nice original; older restoration or project with decent sheet metal.

**Bill Potter** 301-466-2610 (C), Thanks. 03/12



**Wanted** – 1) 49-53 wide belt crankshaft pulley. 2) '42-48 front brake drums/hubs (drums mount on the inside of the hub). Prefer worn out drums because I'll replace them with new repro drums. 3) Complete '42-48 rear brakes, including backing plates, brake shoes, etc. Worn out shoes OK. 4) 49-51 Mercury 10 inch clutch parts (Borg & Beck flywheel, disk & pressure plate). Worn out clutch disks OK. Have lots of '49-53 engine parts to trade or sell. **John Ryan** [john@ryanweb.com](mailto:john@ryanweb.com) or 703-281-9686 (H) or 301-469-7328. 12/12



**Wanted** – two good, rebuildable Stromberg 94 carbs. Marked 21-29 on one side and Ford on the other. **Ray Lambert**. 703-491-4471 (H) or 703-595-9834 (C) 08/12



**Wanted** – Have cash in hand to buy an old Ford! 1940 Ford Coupe, Convertible or 2 Door Sedan. Will consider anything from a really great project car all the way to a #1 show car. **Steve Ernst**, Mansfield, TX, 817-994-3300 or [steve.ernst.cunv@me.com](mailto:steve.ernst.cunv@me.com) 02/13

## 2013 GRAND NATIONAL MEET



## The Early Ford V-8 Club Golden Jubilee Cross Country Tour – June 2013

By *Bill Simons*

If you have ever dreamed of driving or riding in a '32 to '53 Ford V-8 across the US to California and back, here is maybe the best chance you will ever have to live that dream.

Arel Brown, Jerry Reichel, (two national club past presidents) and I have mapped out a route, including motels, from Gettysburg PA to Lake Tahoe CA going west along historic US Route 30 for a good portion of the way and returning east on a more northerly route. We will be hosted by various Regional Groups on the trip and we will stop at many famous landmarks, such as the Bonneville Salt Flats, Yellowstone National Park, the Grand Tetons, Mount Rushmore and Niagara Falls. About 16 drivers have registered for the trip so far and we expect to have 20+ by our departure date of June 4<sup>th</sup>. Jim McDaniel plans to drive his '51 cruiser and I will be driving my '49 Woodie. If any other club members are interested in participating in this trip of a lifetime and want more details, just let me know. I am happy to answer any questions. Bill Simons. [bsimons@rustinsurance.com](mailto:bsimons@rustinsurance.com) or 703-536-3648

### But Wait – There's More!

By *Jim McDaniel*

My wife will not accompany me on the westbound leg, but will fly out and join me at Lake Tahoe after I arrive. She will then accompany me for the return eastbound leg.

That means for the westbound leg, I will be driving in my car alone, although Bill and I will be traveling together.

I am interested in having someone ride with me in my car for the westbound leg and split fuel and lodging expenses. If any of you would like to join me and ride out to Tahoe with me, in what I expect will be a wonderful and most interesting trip, please let me know. You would need to fly back or find alternative transportation back from the meet, as my wife will be joining me for the return leg. Jim McDaniel. [jim.mcd@cox.net](mailto:jim.mcd@cox.net) or c: 202-409-4459



# NVRG Calendar



<u>February</u>	
12	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program: Clem Talks Trains</b> (and maybe a few other things) – <b>Refreshments:</b> Steve Groves
24	<b>Annual Old Cars &amp; Train Day @ Clem &amp; Sandy Clement's</b> – 12 noon to 5 PM – a great family tradition. See page 12 for complete details.
26	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library. All members welcome to attend.
26	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>March</u>	
12	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program: Riveting 202</b> – Dave Gunnarson – <b>Refreshments:</b> Jim McDaniel
23	<b>Monthly Tour: Sterling Hot Rods</b> – Meet at Fair Oaks @ 9:30 or Sterling Hot Rods @ 10:00 – Lunch to follow. Contact Art Zimmerli at 703-323-1774 or <a href="mailto:viewtown@cox.net">viewtown@cox.net</a> for more details.
26	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Country Club of Fairfax. All members welcome to attend.
26	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
29/30	<b>AACA Sugarloaf Mountain 43<sup>rd</sup> Annual Swap Meet</b> – new <u>all in-door</u> venue at the <a href="#">Carroll County Agricultural Center</a> , Westminster, MD. Heated vendor spaces, food and tables, warm restrooms. Meet at Fair Oaks on Saturday, March 30 @ 7:45 and car pool up to Westminster – check out their new location and don't miss this Rite of Spring. Contact Art Zimmerli at 703-323-1774 or <a href="mailto:viewtown@cox.net">viewtown@cox.net</a> for more details.
<u>April</u>	
9	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>TBD</b> – <b>Refreshments:</b> Keith Randall
20	<b>NVRG 12<sup>th</sup> Annual Poker Run &amp; Scavenger Hunt</b> – don't miss this great traditional kick-off to the touring season – more details to follow. Contact Art Zimmerli at 703-323-1774 or <a href="mailto:viewtown@cox.net">viewtown@cox.net</a> .
30	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Country Club of Fairfax. All members welcome to attend.
30	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



May – NVRG/Fairfax City Car Show

June – Sully Father's Day Car Show

June – Grand National Meet – Lake Tahoe



**Board of Directors**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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

Vice President	<b>Jim McDaniel</b>	703- 569-6699 FFX Show	<b>Dave Westrate</b>	703-620-9597
Secretary	<b>John Ryan</b>	703-281-9686 Property/Refreshments	<b>Mark Luposello</b>	703-356-3764
Treasury	<b>Wayne Chadderton</b>	703-435-1142 Tours	<b>Art Zimmerli</b>	703-323-1774
Membership	<b>Dave Gunnarson</b>	703-425-7708 Historian	<b>Don Lombard</b>	703-690-7971
At-Large	<b>Hank Dubois</b>	703-476-6919 Website Tech Mgr	<b>Cliff Green</b>	703-426-2662
Programs	<b>Eric Sumner</b>	703-860-1916 Website Content Mgr	<b>Joe Freund</b>	703-281-6282
At-Large	<b>Keith Randall</b>	703-913-5655 Newsletter	<b>Ken Burns</b>	703-978-5939

**February Program: Trains and the Man Who Loves Them**

Mark your calendar! The February Meeting is on Tuesday, February 12<sup>th</sup> at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



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

**FIRST CLASS MAIL**