

Northern
Virginia
Regional
Group



Value Clatter



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

www.nvrg.org

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Ken Burns - Editor

FORD STEERING WHEELS

Ford Steering Wheels through the years: 1928—1955

By Gay Harrington, photos by Editor and from internet



The early 1928 Model AR wheel is made of a soy-based compound that stained the driver's hands and had a peculiar smell when wet.



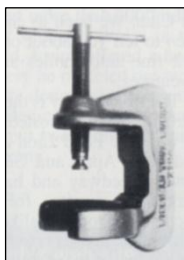
1941 was the second year that Ford used a two-tone wheel in its top models – in this case the Super DeLuxe and the first year for the horn "ring."



This three spoke wheel adorns a 1955 Ford pick-up truck. Pretty simple color scheme – black wheel – white horn button with a five red stars

The March meeting of the NVRG Early Ford V-8 Club highlighted the expertise of many of the members present. **President John Sweet** opened the topic of early Ford V-8 steering wheels up to the group, encouraging everyone to share what they know and to ask questions. It was a night of lively sharing and discussion.

Cliff Green started with a quick explanation of how to get steering wheels off and getting these off can be tricky if you don't have the right tools. The earliest Ford steering wheels can usually be popped off using just a hammer. With the introduction of the 1932 Ford, the spark and throttle controls were no longer mounted on the steering column and a puller could be used. For 1932-38 Fords, KR Wilson made a puller (BV-21 V-105) that cupped the underside of the steering wheel hub and pushed against the top of the steering shaft. Somewhere around 1937 most Ford steering wheels began having holes drilled and threaded into the hub. Cliff shared one of his favorite steering wheel tools—a Snap-On Harmonic Balancer Puller Set he bought years ago for about \$27.00. The set has various sizes of adapters and threaded bolts to fit into the holes in the wheel and are then turned with a wrench.



A reproduction of the original KR Wilson steering wheel puller is made by Winfield Tool Works.



Cliff Green showed us his Snap-On puller and a wheel with the holes drilled and threaded.



The harmonic balancer puller installed on what appears to be a 1937-39 non-banjo wheel.

Wheels continued on page 3

Up Front with the President



April 2013

Although spring arrived a few weeks ago, the cold and snow still seem to be a part of our daily weather here in Northern Virginia. As a result, I think a good many of us have delayed that rite of spring we all go through in preparing our cars for the season. In my case, time that should have been spent in the garage working on the Lincoln was spent inside watching the television set.

While not as productive as other pursuits, the time I spent in front of the boob-tube made me wonder about the reality of automotive based reality TV. As I watched some of these "fix it and sell it" shows on the Speed and Velocity channels, I came away unimpressed and shaking my head wondering whose "reality" these programs represent. Certainly not mine. Whether it's auction coverage or a program about a garage, the bottom line always seems to be money and how much profit you can make when you sell a car. To be sure, some programs do feature project how-to's, products and tips or even visits to car shows, but many others portray the hobby as just a way to invest a few dollars into a car for an easy flip to substantial profit. While buying, restoring and selling cars is a big part of the hobby (and can be enjoyable) the real fun comes from the friends you make and all the great times you have being a part of the hobby – something that seems to be missing from many of the programs on TV that purport to represent the hobby.

As entertaining as those TV programs can be (and one should never forget that is really all they are), they pale in comparison to working on your antique car and the satisfaction you get when you see the results of your work. To be sure working on your car can be frustrating, but in the end it's still something you do for that inner satisfaction and pleasure. And certainly no wide screen, high definition television can ever take the place of driving your car down a country road, hearing the purr of the engine and the whine of the gears as you take your antique through its paces.

Of course with the NVRG, you'll have a chance to do just that later on this month when you join us for the inaugural joint Small Parts Repair Day with the Model A Club (fix 'em) and our annual NVRG Poker Run (drive 'em). Tour leads Keith Randall, Jim LaBaugh and I have created, what I think, is a very interesting Poker Run this year. Check out the details on page 14 and please plan to join us on Saturday, April 20th at 9 AM at our usual meeting spot at Fair Oaks Mall. While our club may not have its own reality show on TV, we'll make it for it by experiencing the real joys of an Early Ford Flathead, Mercury or Lincoln on the open road on our Poker Run!

Then join us on Saturday, April 27th for the joint small parts repair day. See full details on page 20.

Have fun and see you on the road . . .

John

Valve Clatter

~ 2 ~

April 2013

Wheels continued from front page

Cliff also showed a Ford torque tube “clam shell” or flange tool as another way to remove steering wheels, but he cautioned that the clamshell can’t be forced because the flanges are fairly soft and will bend under high pressure loading.

Bill Simons showed his steering wheels from 1934. Ford’s 1934 steering wheels have distinctive grooves and center ridges where they attach. These steering wheels have a steel core. Other cars of the times (e.g., Nash) look similar but a careful check of the grooves and ridges distinguish Ford’s product from others. The “Y” formation of the steering wheel’s design makes it necessary to correctly set it in place so that the speedometer is most visible. Bill credited Tommy Lumpkin with having done expert repair work on steering wheels. Tommy used epoxy #7 to fill cracks and gaps prior to painting. Bill said Bob Drake did an excellent reproduction of Ford’s 1934 steering wheels for years, but stopped producing these about fifteen years ago.



Bill Simons compares an original 1934 Ford wheel with the no longer available Bob Drake reproduction.

Jim Crawford spoke about Ford’s 1935 steering wheels, and had a sample of one that he shared with the group. Ford’s 1935 steering wheels have three spokes with ridges around the rim, and bamboo-like bumps around the top of the steering wheel.



Jim Crawford points out the three large bumps on his 1935 wheel – however you can’t see the bamboo-like surface around the top.

Dave Gunnarson compared the steering wheels of a 1935 truck with a Model A steering wheel to show how close they are in appearance. Ford Model A’s and trucks until 1937 had essentially the same size steering wheels. The way to distinguish these is by looking at them sideways and comparing the rear ridge. The Model A has a special ridge on the rear for controls, which protrudes out more prominently than the truck steering wheels.

Dave discussed ways to find and authenticate Ford’s original products, including examples of Ford steering wheels from 1932–1950 on slides viewed by the group. Dave’s information came from a 1935 Ford Chassis Parts list and the “Green” Book printed in 1950, which listed Ford products by year, part number, model number, and sources. For example, Ford designates part number 3600 as a steering wheel with pre-fix numerals/letters added to designate specific vehicle years and models. Beginning in 1935 Ford steering wheels were made from either rubber or aceto butyrate.

Dave also shared a large-format copy of an original 1930’s Ford Motor Company engineering drawing entitled “How to Make the Steering Wheel.” The sketch showed exactly how the steering wheel was designed—dimensions, curves, radius, a cross section of the grip area, and even hand-written notes about the design. Dave found this drawing in the archives of the Benson Ford Research Library, an on-line resource with a wealth of information, including old drawings, letters, and many Ford-related items of interest. The library itself is in Dearborn, Michigan.



Dave points out the fine details on the Ford steering wheel engineering drawing while Cliff Green assists.

Dave Westrate shared information, provided by Hank Dubois, about 1936 Ford steering wheels. In

Wheels continued on next page

Wheels continued from previous page

early 1936 Ford steering wheels had no decorative central hubs, but after July 1936 Ford steering wheels were distinguished by the addition of a decorative chrome hub at their center. 1936 was the first year of Ford's banjo design steering wheel that was used in open cars with its attractive chrome hub and stainless steel "strings."



Dave Westrate shows off a non-banjo 1936 wheel provided by Hank Dubois. Hank also provided the "cheat sheet" Dave is using.

John Ryan compared Ford's 1937 and 1938 banjo steering wheels. These years have similarly styled steering wheels, but there are specific differences that distinguish them. In 1936 the stainless steel connectors surrounding the banjo strings were smooth, and the banjo stings themselves were flat. In 1937 Ford changed the connectors to a rectangular design with accent lines, and also changed the banjo strings to a more convex style—they have a bow to them compared to the 1936 design. In John's opinion, the 1936 steering wheel with its clean, smooth design is the better looking of the two steering wheels, although they are both attractive designs. Due to the casting of these '37 and '38 steering wheels, they must be pulled out with a Ford tool made to do the job.

The 1938 banjo strings are wider and splayed from the hub, and the 1939 banjo-style steering wheels are very similar. Both have a distinctive bump on the rim. The 1939's are all cored out and the tools Cliff showed can't be used. The steering column tubes are essentially the same in the '38 and '39 cars, but the centers are different.



The "Banjo Boys" Dave Gunnarson, John Ryan and Dave Westrate holding up 1936, '37, '38 and '39 banjo wheels to show the difference.



NVRG's synchronized banjo wheel drill team demonstrates the difference in curvature of the strings on the various banjos.

Clem Clement brought in an interesting early 1928 Model A steering wheel that was made from a soy material. The soy finish rubs off slightly when handled. The soy material also has a particular smell to it. This 1928 steering wheel had two cross bars dividing it into four sections. It had a very small center hole that attached to a hollow steering shaft. The splines were also small in 1928 making the wheel extremely difficult to remove. Ford used this steering wheel design until about 1930 or 1931, after which time rubber replaced the soy material.

Clem and Dave Westrate provided details about Ford's 1939 steering wheels. Clem showed a black rubber 1939 truck steering wheel. He said the 1939 steering wheels were drilled and had a single key way for a Woodruff key. The vertical and horizontal dividers stop at mid-point on this steering wheel allowed for a clear view of the dashboard gauges.

Dave pointed out that the 1939 Standard steering wheels have three spokes dividing the inside space and three "bumps" placed inside the finger grooves at 12, 4, and 8 o'clock positions. Dave explained that 1939 vehicles had features that included horn and headlight adjustment buttons located inside the steering wheel. Ford designed the '39 steering wheels allowing access to these features.



Dave and Clem explain the differences in 1939 Pick-up Truck and 1939 Standard Station Wagon wheels – basically there's no difference except for color since 1939 Woodies were still considered commercial vehicles. Joe Freund examines Clem's red Model A wheel.

Dave also provided some tips learned when he
Wheels continued on next page

Wheels continued from previous page repaired his 1939 Standard wheel with epoxy. He recommended that the crack be back-cut in the shape of an upside down "V" then carefully filled with epoxy. Steve Groves added a caution to check the date on whatever epoxy product you buy or use. He had a bad experience with epoxy crumbling after drying. To avoid problems, Steve advised checking the epoxy for dates to assure its shelf life hasn't expired before using it.



Dave's beautifully restored 1939 Standard wheel graces the interior of his Dearborn Emeritus Woodie. The wood-grained dash is also striking.

Ken Burns gave a slide-enhanced presentation of Ford's 1941 steering wheels, which included the Super Deluxe, Deluxe, Special, Sedan Delivery, Commercial, and Jeep models. Ken has a Super Deluxe station wagon and brought in a sample '41 Super Deluxe wheel. All '41 passenger car steering wheels were designed with a horizontal spoke in the middle of the wheel with a big hub in its center and stainless steel accent strips on the spokes of the Super Deluxe wheel. Deluxe wheels were similar in design but lacked the stainless strips. Ford had introduced its two-color wheel in 1940 and the 1941 Super Deluxe wheel was Rose Beige inside and Mohave Tan outside. The stainless steel trim bands on the Super Deluxe matched other trim pieces on the 1941 cars, making this year's details a bit more "artsy" than previous years. A chromed horn ring (with "Super Deluxe" in the center) rather than a horn button was part of the '41 Super Deluxe design. The Deluxe used a large diameter plastic horn button with "Deluxe" on it. Molded grips on 1941 passenger car wheels did not go all the way around the wheel as in previous years. As a part of Ford's new safety

program, the grips were placed where they wanted drivers to place their hands.

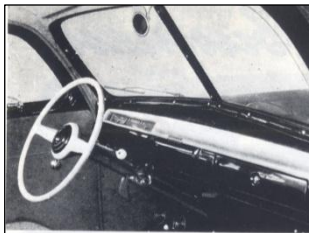
1941 wheels for commercial vehicles used the same wheels as in 1940. The Ford-produced Jeep used a wheel that was unique to that vehicle only.



Super Deluxe



Deluxe



Special



Sedan Delivery

Ken explained that some early 1941 Super Deluxe wheels were not drilled to accept a puller like Cliff demonstrated and the hub is too large to use a KR Wilson-type puller. To take these wheels off the column Ken recommended using a torque tube flange covered with a protective cloth (on the wheel's reverse) and a gear puller. He also said he has successfully used super glue in small amounts to fill in hairline cracks. The trick is to take your time and let a small amount dry then add another small layer if necessary.

Eric Sumner showed another 1941 steering wheel with a full horn ring and stainless trim from a '46 Ford. The stainless trim on a 1946 wheel is different from 1941 and the colors are different but the basic wheel is physically the same. Eric said to remove the horn ring, first disconnect the battery then just press down on it and turn.



Eric's 1941 wheel with a 1946 horn ring. The gray plastic in the center of the ring matches other gray 1946 interior trim.

As for the 1941 truck steering wheels, Eric said it
Wheels continued on next page

Wheels continued from previous page

is smaller than that of a 1941 car. The '40 and '41 truck steering wheels were identical, but the trucks from these years were distinguished by script letters ("V-8" and "Ford") found on the hood, dashboard, and tailgates.

Bob Belsley gave an overview of the steering wheels from 1949 and 1950. He had a Custom Deluxe steering wheel in white that he displayed. Most of the Custom Deluxe wheels were white with a large, full horn ring. In 1949, the sedans had a horn ring that was about half the size of the full horn ring.



Bob and his Shoebox wheel. These wheels now had a half circle horn ring similar to the 1941 rather than the full circle 1942-6 type.

Jim MacDaniel and Steve Groves both gave the group information about 1951 steering wheels. They showed designs from the 1950's that were black and cream, but in '51 all the steering wheels were black. Some had the full horn ring and others had the half horn ring. 1951 was the first year that Ford went to a straight, flat piece in the rear. This change was made to accommodate turn signals.



Jim MacDaniel points out the early 1951 horn ring had returned to full circle before being changed back to a semi-circle later in the year because the full circle blocked the driver's view of the speedometer. Ford dealers were instructed on how to cut the ring off if drivers complained!

Leo Cummings spoke about steering wheels made for 1953—1955 cars. Leo had an example of a Mercury wheel that had two holes, key ways at the top, and finger grips all around. The rears of the '50 Mercury steering wheels were designed flat to accommodate the turn signals, a model year before

Ford added turn signals as standard equipment on its passenger cars. The decorated center hubs are a prominent feature, and there are three spokes; one vertical from the mid-center down and two thicker wing-like spokes spreading downward from mid-center.



Leo and a wheel from a 1955 Ford Pick-up.

Andy Koerner told the crowd that he raised his sons loving to pick through junkyards together. They found occasional treasures, and he showed a couple of the steering wheels from the 1950's that he and his sons found. Although not Fords, these gave the group an enhanced view of the '50's designs. Andy shared a 1951 Chrysler steering wheel and a 1952 banjo-style Buick Roadmaster wheel that had the words "Power Steering" designed into the hub of the wheel.

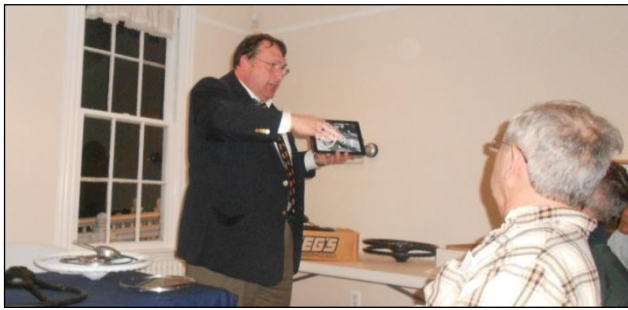


Andy Koerner displays a 1952 Buick banjo wheel – great styling never goes out of style!

John Sweet wrapped up the evening by presenting a view of Lincoln steering wheels from the years 1942 and 1946. The '42 wheels were ivory in color and had a semi-translucent or plastic look to them. They had a curved, wing-like horizontal center spoke. A full-circle chrome horn ring had the Lincoln emblem at its center. By 1946 Lincoln added additional colors, but did not change the wheel's design. There were ivory, black, and a maroon color that was translucent, and particularly attractive when the sun's rays caught it. The Lucite wheels matched the Lucite trim throughout the Lincolns,

Wheels continued on next page

Wheels continued on next page unifying the design features.



John Sweet had his tablet loaded with images of beautiful Lincoln wheels from the immediate post WWII years.

The evening was remarkable for its details, variety, exhibits, and personal anecdotes. The depth of experience the members shared spanned the years 1928 through 1955 in Ford steering wheel history. As a new member with an unbiased eye to any of these years or designs, it was truly an impressive and informative presentation.

OUT & ABOUT

By Jim "Half-an Eight" Gray, photos by Clem Clement

On Thursday, March 7th, 14 friends and soon-to-be-friends met at 9:00 a.m. at the Silver Diner near Fair Oaks Mall for an inaugural informal "Car Chat" that Clem and I dubbed our Caffeine Double Clutch.

We wondered if this event would come off as planned; the Weather Channel-named storm "Saturn" was predicted to dump up to 10" of snow on us all on Wednesday. Well, it did snow on and off, but it also rained and melted, so that by Thursday morning, the only evidence of the "Sequestermageddon" storm was a bit of conversational snow. Obviously, due to the weather no V-8s or Model As turned out but what good conversation was spawned just the same.



Sandra & Cliff Green; Gay Harrington; Ellen Jaeger and Paul Gauthier

From the Model A Club we had: Clem & Sandy Clement; Benny & Sharon Leonard; Andy & Ellen Jaeger; Greg "Shepman" Shepherd; Paul Gauthier

and me. From the V-8 Club we had: Ken & Helen Burns; Cliff & Sandra Green and Gay Harrington. Fourteen old car enthusiasts (double entendre intended), drawn together by caffeine and breakfast to chat.



Benny & Sharon Leonard; Clem & Sandy Clement and Paul Gauthier

Although Clem swore the Truth Fairy would not be in attendance, she did show up now and again as we discussed everything from treatments for heart arrhythmias; to the color of a 1949 Ford pick up heater; to how fast Laurel Gauthier has driven her snow machine in the snow-bound Upper Peninsula.



Clem gives Gay the floor



Cliff watches Gay pull up pictures of her truck.

Gay had two specific questions about the '49 Ford pickup she is restoring. First: is the firewall body color or black; and second, what color is the heater? The consensus was that the firewall should

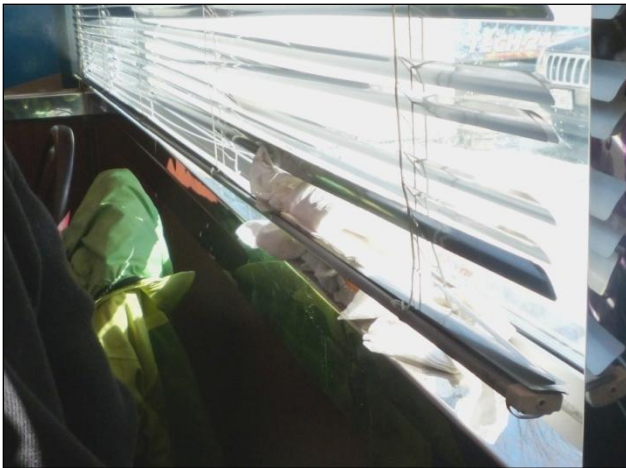
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be body color, but not rubbed out. Benny and Andy each added that they had driven Ford trucks of the era, and each remembered that the heater was a gunmetal color with a small silver grill on the lower part of the body. Andy added that the fins were highlighted with red pinstripes and the embossed "F" was painted red. Gay told Clem later that she had learned enough to encourage her to sign on to the Ford Barn web site for additional advice on her restoration project.

Benny added some tips on the gradual process of working dents out of hubcaps with a shot bag backing so you don't stretch the metal. When the discussion drifted toward fasteners, Andy suggested West Marine as a good local source for stainless fasteners of all types.

As I talked with Greg Shepard we were interrupted by a brief commotion as Ellen and Gay discovered they had chosen to sit directly under the new indoor waterfall feature of the diner. Several visits by the staff and a wad of towels and napkins helped stem the flow of water, and a pair of "sorry" gift certificates helped ease the angst of the unrequested shower.



Towels stem the waterfall



"...and Laurel has gone 50 on her machine."

Paul shared pictures on his tablet of his recent trip to the UP. As he swept through the pictures, he casually mentioned that the speedometers on their matching snow machines topped out at 115, but that Laurel had only had hers up to 50, while he had gone 70 once. "And once was enough!" he added.

Everyone had a good time and agreed we should meet again, perhaps as a breakfast or perhaps as a lunch. Clem added that if we do it at the Silver Diner again, they would be willing to reserve street-facing parking for our real cars. As we were getting up to leave, Andy and Ellen announced that it was their 56th anniversary. Greg Shepard graciously picked up their tab, and we all headed back to our respective days, hoping we'd get together again soon.

NOTE: The second CDC has been scheduled for April 2 at 9:00 a.m. at this same Silver Diner. Drive your classic if the weather is right; there will be designated parking for us. Please let Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net know if you plan to attend, so we can prepare the staff and arrange for our parking places.

Sterling Hot Rod Tour

By Clem Clement, photos by Clem Clement, Wayne Chadderton and Editor

Thursday before the tour I worked on my '39 pickup a bit. He struggles to run. Friday I changed fuel filters, cleaned, gapped and put the plugs back in different holes, visually checked the carb acceleration jets, added fresh gas and poured MMO down the carb with the engine running. No improvement but lotts a smoke so I threatened the truck with a crate motor installation.

Saturday morning came and the pickup did not make the call to roll. My Model A was uncovered and fired right up and off we went. A nice clear day for a tour. We gathered at Fair Oaks Mall and headed out west. Since I supposedly had the slowest and oldest car, I got to lead. I roared off poppin' a smokin' wheelie and left them V-8ers (Hank Dubois in his '35 Three Window and Ken Burns in his Woodie) to suck my fumes. Turns out my 33 horses were awake and ready to pull. I rushed off so fast that the front wheel bearings would not release the front wheels causing them to smoke for 34,636 feet until the momentum vector kicked in... Ode 2 da torque... Out 50, up 28 and West on 606 and there we were with me still leading the pack. Take that you

Sterling continued on next page

Sterling continued from previous page
no-go '39 pick-em-up!

We arrived to a nice lineup of antiques and hot rods outside the Sterling Hot Rod shop.



Wayne Chadderton's bronze '37 Ford street rod sits next to Clem Clement's Model A Cabriolet, Leo Cummings big Pontiac Convertible with Ken Burns' '41 Woodie on the far right.



Steve Pieper and John Ryan talk while John Sweer looks over Clem's Model A Cabriolet and Wayne's '37 Street Rod.

The owner, Tom Sweeten gave us a great welcome, coffee and donuts were waiting and some folks took advantage of the free screw starters and push drills being offered. After lots of caffeine and munchies Tom gave us a most interesting talk about his shop and what they are building. Cars seen: '57 Corvette naked fiberglass with no paint, a sweet 67 'Camera that Vern Parker thought was swell, a Cobra wanna-be and a '61 Ford Starliner hardtop getting bucket seats and some custom work. This California car looked very nice to me. Also a '41 Ford pickup for sale. I believe it had a crate motor in it.



Maybe Clem should upgrade by two years and get that crate motor

In the back of the shop was a stunning '70 Dodge. The proud driver said it was his daddy's car who was retired Army. Throughout his many postings he had been able to keep the car (so many of us military had to sell our rides when transferring or going to war). The driver was waiting for his brother and kids to witness the big start up after several years in storage. After all were there the driver tried and it wouldn't start. There was much jesting going on and somehow I added some fun to the scene...Finally the huge hemi caught and the Earth shook and the kids love it!

The building next door held a grouping of foreign exotic cars. I loved the bronze race car model under the flag pole. Turns out the entire building is restrictively zoned so that only businesses devoted to the restoration/preservation of vintage cars are allowed.



Bronze race car in front of the building.



Hank Dubois, John Ryan, Ken Burns, David Blum Art Zimmerli, Bill Selley, owner Tom Sweeten, Wayne Chadderton and Greg Mensinger chat after the tour.

Off then to lunch and good chat.

After returning home I went to visit Dave Gunnarson. Turns out my '39 is supposed to have 4 springs encasing the cab-to-body bolts. Dave has his out to show me what they looked like. I had hope to find so me some at Cowntown.

Early Spring 2013 Cowntown Sortie

By Clem Clement, Jim Gray, Glenn Mackinnon and photos by Clem and Jim

Did you ever wake up with an earworm (aka a song stuck in your mind)? On Sunday, March 24th,
Cowntown continued on next page

Cowtown continued from previous page that song was “Wednesday Morning 3 a.m.” by Simon & Garfunkel. No, it wasn’t Wednesday, but it was 3 a.m., and I’d already been up for an hour. Why? I’ll tell you why: Clem!

As we met up in his driveway there were three pressing questions:

1) What the heck is a Hubodometer, and why is it on Clem’s ’39 pickup?



2) Why are we here at 4 a.m., sober and without ladies of the night?

3) Who is the designated adult?

With a smallish posse comprising 3 retired senior military officers, we realized we were about to launch on a critical early spring parts procurement mission (ESPPM) without NCO know-how, an adequate alcohol supply, or sufficient caffeine in our blood. None of this looked good; but we had our orders. Our switch to military precision was impressive: Our 0405 launch gave us an FAA-certifiable on-time departure. After clearing the departure end of the driveway in Clem’s Tahoe without incident, the cockpit banter rapidly devolved into the flinging of camel chips and llama dung, as Glenn pounded his iPhone’s simulated keyboard fact-checking every lie and half-truth being flung; man that thing was asmokin’.

We arrived at the “town of cows” at 0625, right on schedule. Only 34,090,256 folk were ahead of us. (Before I gets a deluge of Qs, there ain’t no cows there and the event isn’t held at Cowtown anyway). We want to throw off them wannabe flatlanders who planned to grab all the good stuff. Because of our poor planning, the sun arrived in south Jersey before we did, so we dumped our flashlights as we were rolling into the parking field. Jim was driving, so I left the Tahoe while it was still rolling so I dunno what happened or where he parked.



I checked in with Ernie but he didn’t have the Model A part I needed. Then I raced from building to building looking at the wondrous collection of discarded junk/treasures. By now I’m thinking the Almighty knows he’s wasted his efforts on the likes of all 34,090,256 of us. Thanks to a beautiful, if not a bit brisk, morning, we encountered the biggest crowd I’ve ever seen at Cowtown, with 99.92347507325% of it being male. Why ladies with full sets of teeth aren’t fascinated with the memory of shine on rusty chrome, and the deep fantasy dreams of restoring heavily oxidized motorized behemoths of the last century, I’ll never know.

After running the gauntlet of buildings it was out in the back 40 for me. When I say buildings, most of them were sheds. Frankie’s had heat and doors even. Each year they seem to be closing in more of the sheds. Had the wind been blowing, it would have been windy. The back 40 had the largest collection of pickup trucks and junk I’d ever seen at Cowtown, with more pouring in as our posse headed out to chow at 1000.

Back from chow a short time late I find a booth that had golden oldies CDs for sale. They were blasting away making the meet much better. I wanted to buy ‘em all, but remembered Sandy’s golden rule: DON’T BUY ANYTHING!!!

But then I found a guy with a huge tray of Hot Wheels. He wanted 4 for a dolla’; I offered \$20 for all. We settled on \$30 for a hundred. This purchase was exempt from the aforementioned rule, because I clean ‘em all up and have them at my table at train meets and Hershey for the kids who come by.

One guy had a “Checkometer”; I loved it. It was about 14 inches in diameter with a crown rim, thus it hadda’ be good. It read from 0-to-300 in gedoinks. All around the face of the meter were descriptions of what was wrong with your car. Nowhere did it say your car was fine! I passed at \$125, even though it would have been an exceptional complimentary piece to my Hubodometer.

Cowtown continued on next page

TH V-8s

Cowtown continued from previous page

Another guy had a "Liquidmeter," with a gauge reading from zero to 25,000. It had been converted into a lamp which ranged from ugly to super uuuugly. A train friend from NJ spotted me whilst I was entranced by this piece of Cowtownia, and tempted me away from its spell with a part I actually needed. Thank goodness I was saved from getting Miss Sandy yet another unappreciated treasure. One other guy had a photo of a '39 Pickup for sale for \$900. And then there was a '38 pickup grill for \$200. I also passed on a nice pair of wide bolt rims for \$35; I'd been briefed by CINCHOUSE that I had a sufficient quantity of said rims. I also passed on a '32 Ford hood for \$175; this only because I ain't got no stinkin' '32.

Glenn's exciting find was a '40 ford SEMOR pickup; now that was one mighty fine ride.



Can it be restored?



Maypop tires

Tires were by Maypop (You remember the ad rhyme for Maypop tires: "They may pop today; they may pop tomorrow; but they surely will pop." (To the tune of Humpty Dumpty). Interior was by Ms. Rus-ting. The sign said it ran (Sometime ago I bet). "Can it be restored?" Glenn asked; I said "Sure... by 2 pm..."



Like the gas tank?



After market hood prop

About 10 am we'd had enough thrills for the day and headed out the secret way to chow and then for home. We all got home safe and better for the day, after road tripping with dear friends in the South Jersey dirt and chill of Cowtown. Thanks Jim so much for driving. Yet another great year at the "South Jersey Regional AACA 42nd Annual Swap Meet and Car Corral – Woodstown, NJ" ... you know, Cowtown.

A LIFELONG LOVE AFFAIR WITH V-8s

An Oral History – The Recollections of Buzzy Potter
Recorded and edited by Dave Gunnarson. This is the second installment in a continuing series. (Ed.)

Part 1: The 1935 Ford West Coast Road Trip

I was just out of high school and had time before college started and Father had a little bit of money for finances, so my mom and dad decided to buy a new car and tour the United States. We had a 1930 Model A Town Sedan that we beat the daylights out of, right down to bare connecting rods. It made a terrible hammering sound. It would sit in the garage and look good, a beautiful finish. We purchased a

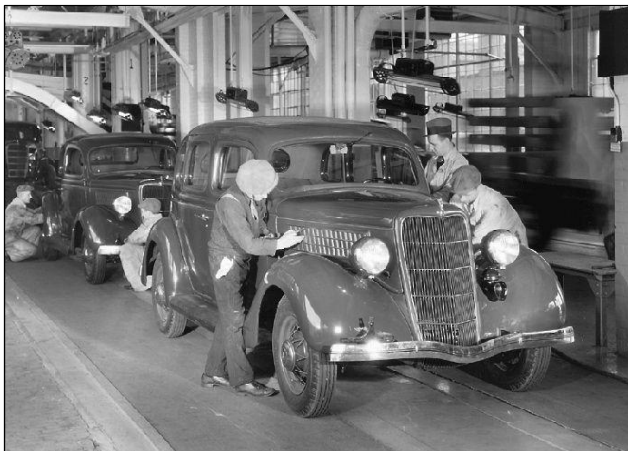
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brand new 1935 Ford at Northwest Motor Company in Bethesda at Leland Street and Wisconsin. Because the Model A looked so good, they gave it a full trade-in value of \$165 and the new 1935 cost \$644. My mother said that they would have to come and get the Model A at the farm because, "I'm not going to drive it." So they sent a boy to get it. When it started up and it went "Bang-a-lang-a-lang." He said, "What's wrong with that thing boss?" "Nothing, just get in it and drive it, there you go." It really made a hammering noise. They had to put a new motor in that one! In 1935 Ford made a million cars and trucks. I remember the dealers were forced to take them and they had the streetcar barn jammed full of brand new '35's down in Chevy Chase. Just to beat Chevrolet. They finally got rid of them. So that's probably why we got the deal we got. The used car manager said, "Man we sure took a licking on that deal." I said, "I know." It was the best deal I ever made.

Dad Stays Home – My brother Lloyd, mother and I set out on July 1, 1935. Dad stayed home to milk 6 cows on the family dairy farm. We traveled 12,000 miles in seven weeks. We loaded up camping gear because motels were almost non-existent in 1935 and set out to tour the country. I was 17 when I left and 18 in the middle of July, 14 days later.

Ford River Rouge Plant – The first stop was the Ford River Rouge plant where the car was made. We got there on the Fourth of July. There were the tools and the cars, but nothing was moving. It was the disappointment of my life - couldn't see anything moving at the plant because of the holiday!



Workmen applying the pinstripe to a 1935 Standard Ford door.

Overheating Problems – On the way over the Rocky Mountains, the car overheated. We poured water in the radiator from a mountain stream and cracked both aluminum heads. So we got back to the dealer

and since the car was still under warranty, the Ford Motor Company put on new aluminum cylinder heads and a bigger radiator. The dealer also sprayed lube oil inside the front fenders. We were back on the road and this incident only lost us a day.

San Diego Ford Exhibition – We went to San Diego and stopped at Balboa Park where there was a big Ford Rotunda. We went through it and we admired everything. They had a little machine that would vend a San Diego gear shift knob. You put a quarter or two in the machine and it would go to work, make a ball, put the stem in, and put the cap on top and drop it into your hot little hand. It's on my car now. I watched it being manufactured. When I got through with that, my mother and brother had wandered off and it was near quitting time and I went through a one-way gate and you couldn't get back in. I couldn't get together with my mother and brother so what was I to do? We were parked in Balboa Park, one mile north, I had the gearshift ball but I had to get back to Balboa Park before they left. So, I had to go through the back yards, barking dogs and everything but I made it back and we reconnected. So away we went.



A view of the Ford Building in 1935 and a 1935 souvenir postcard showing the same view.

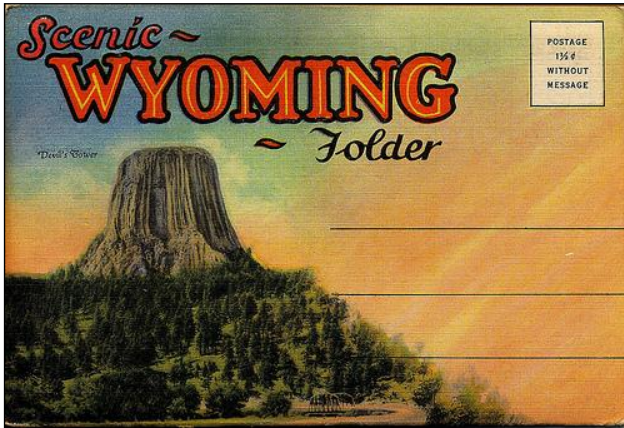
Life on the roads in 1935 – We didn't have any flat tires but we came on a place where there was a flat tire up on the road. A truck's load had shifted which set the truck on fire when the tire rubbed on the frame. We saw it sitting beside the road after the fire was out. It was hauling building materials including 50-pound kegs of nails that fell off the truck and sprinkled the road with nails. There was an Indian and his family with a '29 roadster with a flat tire. He had a pump and a rubber stem. He didn't know how to put them together. He said "Do you fix 'em?" So I put the pump together and he was able to re-inflate his tire. We picked up three of the kegs of nails and went to a junk shop somewhere in the west and got some money for them.

We had to camp out in most places. There were road maps, and it wasn't much trouble finding our way, but there wasn't any position navigating like today. It was quite a trip. We didn't have a camera

Buzzy continued on next page

Buzzy continued from previous page

so I don't have any photos. The western roads weren't paved, they were just gravel. The stones just ate the paint job up on the car. We saw quite some sights; Devils Tower in Wyoming was one of them, Yellowstone Park and the geysers was another.



Devils Tower on a vintage post card.

There wasn't much traffic on the trip although Los Angeles was fairly busy since it was already quite a little metropolis by 1935. We went all the way to the West coast, Canada and Mexico. We got back to Bethesda in early September. The Ford did pretty good in spite of all we did to it.

Rain Again Another Day – We were five miles from home after our 12,000 mile trip at 2 o'clock in the morning and the DC police stopped us for speeding. Just as he walked up to the car, it started to rain. He didn't want to get wet, so he didn't give us a ticket and waved us off to go on our merry way.



An original Souvenir Gear Shift Knob and a reproduction

Buzzy is the only person I know who did all of the following:

1. Attended the Exhibition in person in 1935.
2. Used the self-service kiosk to create his own 1935 Ford Exhibition souvenir gear shift knob.
3. Still has the knob in his possession; it's still in his 1936 Convertible Sedan which he purchased new in 1936.

Original 1935 Ford San Diego Exhibition gear shift knobs are very collectable. The Early Ford V8

Foundation currently has reproductions for sale as shown in the image above.

Is there anyone else out there who attended the Exhibition 76 years ago and made their own souvenir knob? /s/ Dave Gunnarson

TECH TALK

11A Distributor Upgrade – Heads Up!

By Cliff Green

I have rebuilt 20 distributors, upgrading them to the 1941 11A weights and shaft. I have only four NOS weights sets remaining and my source is exhausted. I have called around the country and there are none out there. Yes, Mac's advertises them, however, they are in fact the 68A weights.

My customers all have been satisfied. Now I have found proof from a Ford publication #3735-47K that the modification does help in performance.

Note the chart below: the 85 HP engine with a 3:78 rear delivers 16.5 mpg at 60 mph, where as the 1941-42 90 HP gets 20.0 mpg with the 3:78, even with it being a heavier car!! The only difference between the 85 HP and the 90 HP are the distributor weights!!!

CARS TRUCKS BUSES		TROUBLE-SHOOTING SERVICE BULLETIN		Special MEMBER LINCOLN		
Page 11		FUEL SYSTEM		Subject 9999		
Symptom 9999-A						
Excessive Fuel Consumption						
I. FUEL CONSUMPTION DATA.						
Engine	Year	Axle Ratio	Miles Per Gallon at			
			20 MPH	30 MPH	40 MPH	60 MPH
60 H.P.	1937-40	4.44	31.6	28.4	25.0	18.6
85 H.P.	1932-33	4.11	24.4	22.2	20.0	15.6
85 H.P.	1934	4.11	21.2	20.4	19.4	16.0
85 H.P.	1935-36	4.11	22.6	20.1	19.0	15.6
85 H.P.	1937-40	3.78	22.55	23.5	20.2	16.15
90 H.P. (V-8)	1941-42	3.78	26.0	24.3	22.4	20.0
90 H.P. (6-Cyl.)	1941-42	3.78	26.5	25.0	22.0	20.0
95 H.P.	1939-40	3.54	24.1	23.6	20.3	15.7
100 H.P.	1941-42	3.54	26.5	25.2	23.4	21.4

Take advantage of this cheap performance upgrade while I still have the parts remaining. See Cliff's ad on page 21 for more details.

WELCOME TO THE CLUB!

William Lightfoot

2237 Hunter Mill Road
Vienna, VA 22181

William says: "Although I don't own an early Ford V-8 at the moment, I've owned a number of them in the past and will probably own another in the future. I'm friendly with several of the current Early V-8 members now including David Blum, Steve Zimmerli and Ken Gross."



Last Year's Winning Hand!

Dig 'em out, Dust 'em off, Blow 'em out, Shake 'em down!

If none of these work; drive mama's car, the ol' commuto-wagon, even a Brand X Bow Tie or anything else that will move under its own power!

12th Annual NVRG Spring Poker Run & Scavenger Hunt

Saturday, April 27, 2013

9:30 a.m. – First V-8 departs from Fair Oaks Mall

Travel some of the area's beautiful scenic roads to view the spring blossoms!

Lunch at a great local restaurant!

Great prizes - \$\$\$ gift cards for both scavenger hunt and best poker hands!

See you on the road!

Reservations/questions:

- ✚ Jim Labaugh - jlabaug@verizon.net or (703) 573-9285
- ✚ Keith Randall - klr8217@aol.com or (703) 913-5655
- ✚ John Sweet - speedbird201@gmail.com or (703) 430-5770



Father's Day Car Show

at

Sully Historic Site

in

Chantilly, Virginia

Sunday, June 16, 2013

10 a.m. - 3:30 p.m.



City of Fairfax



Antique Car Show



Old Town Fairfax



Saturday May 18, 2013

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!



the Greene Turtle
FAIRFAX VA



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

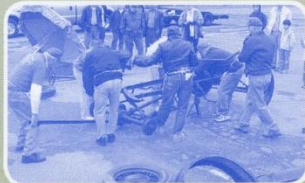
City of Fairfax

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 18th at 1:00PM

Don't Miss this Extraordinary Demonstration!

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

EFV8 CLUB NORTHERN VIRGINIA REGIONAL GROUP

ANNUAL FINANCIAL SUMMARY

2012

BUDGET ITEM	INCOME	EXPENSES	NET	COMMENT
Membership				
-				
12 Dues	640.00			
13 Dues	1,170.00			
14 Dues	300.00			
15 Dues	135.00			
16 Dues	15.00			
Membership Total:	2,260.00	6.75	2,253.25	
Publications				
Calendars	565.00	312.00	253.00	
Tech Tips	1,046.45	345.75	700.70	
Member Directory	0.00	684.64	(684.64)	Approx. \$6 each
Valve Clatter	0.00	181.36	(181.36)	Mailing expenses
Publications Total:	1,611.45	1,523.75	87.70	
Events				
Poker Run	55.00	233.10	(178.10)	
Fairfax Car Show	2,111.00	808.46	1,302.54	# Registered = 103
Monthly Meetings	98.00	1,067.49	(969.49)	Income from 50/50
Picnic	182.00	961.42	(779.42)	
Tours	0.00	25.00	(25.00)	
Holiday Party	1,600.00	2,527.44	(927.44)	
Event Total:	4,046.00	5,622.91	(1,576.91)	
Merchandise	44.00	107.03	(63.03)	
-				
Miscellaneous	0.00	2,039.80	(2,039.80)	PO Box, Website, Contrib., Insur'ce, Logo Design
ANNUAL TOTAL	7,961.45	9,300.24	(1,338.79)	

DAVID M. BLUM

January 30, 2013

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, 2012 to December 31, 2012 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, 2012.



David M. Blum



FOR THE LADIES

Here's the final recipe that Diane Groves prepared for the February NVRG choc-lo-thon aka our regular monthly meeting. Ed.

CHAMPAIGN TRUFFLES

By Jacques Torres – "Mr. Chocolate"

Ingredients

1 pound plus 5 ounces milk chocolate, tempered
5 ounces champagne
5 ounces cream
18 ounces milk chocolate, chopped
2 1/2 tablespoons invert sugar or corn syrup
1 tablespoon marc de champagne
2 ounces butter, softened
Special Equipment: Polycarbonate truffle mold (champagne corks)

Directions - Using a ladle, fill 2 cork molds with chocolate. When they are full, empty the excess back into the bowl of chocolate. The inside of the molds should be evenly coated with chocolate. Wipe the lip of the molds clean and place them upside down on a wire rack over a baking sheet to drain. Once the chocolate starts to harden, about 5 minutes, use a wide pastry scraper to clean the edges of each cavity clean. This is important because when the chocolate sets, it shrinks or retracts from the sides of the mold. A clean edge will keep it from sticking and cracking as it shrinks. You can place the mold in the refrigerator for several minutes to help the chocolate to harden.

Place the champagne and cream into a small saucepan and heat the mixture to a boil. Pour the hot champagne mixture over the chopped chocolate and corn syrup and blend until smooth with an immersion hand blender. Add the marc du champagne and the butter and blend until smooth with an immersion hand blender. Allow the mixture to cool until it has a thick consistency (thick enough to pipe). Place the mixture in a piping bag and pipe it into the chocolate filled molds. Let set overnight. Close the bottom of one mold by apply chocolate with an offset spatula. Scrape clean then press the two molds together evenly. Allow to set. When the chocolate has set, remove the whole "corks" from the molds.

How to Temper Chocolate

From Dessert Circus, Extraordinary Desserts You Can

Make At Home by Jacques Torres

Chocolate is tempered so that after it has been melted, it retains its gloss and hardens again without becoming chalky and white (that happens when the molecules of fat separate and form on top of the chocolate). There are a variety of ways to temper.

One of the easiest ways to temper chocolate is to chop it into small pieces and then place it in the microwave for 30 seconds at a time on high power until most of the chocolate is melted. Be very careful not to overheat it. (The temperature of dark chocolate should be between 88 and 90 degrees F, slightly warmer than your bottom lip. It will retain its shape even when mostly melted. White and milk chocolates melt at a temperature approximately 2 degrees F less because of the amount of lactose they contain.) Any remaining lumps will melt in the chocolate's residual heat. Use an immersion blender or whisk to break up the lumps. Usually, chocolate begins to set, or crystallize, along the side of the bowl. As it sets, mix those crystals into the melted chocolate to temper it. A glass bowl retains heat well and keeps the chocolate tempered longer.

Another way to temper chocolate is called seeding. In this method, add small pieces of unmelted chocolate to melted chocolate. The amount of unmelted chocolate to be added depends on the temperature of the melted chocolate, but is usually 1/4 of the total amount. It is easiest to use an immersion blender for this, or a whisk.

The classic way to temper chocolate is called tabling. Two thirds of the melted chocolate is poured onto a marble or another cold work surface. The chocolate is spread out and worked with a spatula until its temperature is approximately 81 degrees F. At this stage, it is thick and begins to set. This tempered chocolate is then added to the remaining non-tempered chocolate and mixed thoroughly until the mass has a completely uniform temperature. If the temperature is still too high, part of the chocolate is worked further on the cold surface until the correct temperature is reached. This is a lot of work, requires a lot of room, and makes a big mess.

A simple method of checking tempering, is to apply a small quantity of chocolate to a piece of paper or to the point of a knife. If the chocolate has been correctly tempered, it will harden evenly and show a good gloss within a few minutes.

CELEBRATING 75 YEARS OF THE 1938 FORD

What's a Little Ice or...

By Cliff Green



Looks Like a 1938 DeLuxe to me! It is either out in a new subdivision with the only house built, or most likely that is where the farmer lives. The weather looks something like what we experienced here recently! The fields have been plowed, so most likely this is an early spring ice storm.

This 81A-720 coupe is missing a front hub cap – probably somewhere out there in the mud! This boy

sports a mighty 85 HP V8 (only the Standard had the V60) and along with a 4:11 to get out of the muck.

The house looks newly built with the new roof, screen door and all. Nice sidewalk to get to the car. Grass needs a little work!!

Real Snow?

By Editor



This is definitely a '38 DeLuxe but from this angle about the only thing you can tell is that it's not a Convertible, Convertible Sedan or a Woodie. Nifty accessories include the grille guard and a driver's side spotlight.

TWO NEW FORD CARS—TWO DISTINCTIVE DESIGNS

TWO V-8 ENGINE SIZES—TWO PRICE RANGES—FORD VALUE

Why have more than twenty-five million Ford cars been built? Why were more 1937 Ford V-8 cars bought than any other make? ... The answer lies in the quality of the car and the character of the company behind it. Quality has always been inherent in the Ford—quality resulting from fine materials, precision workmanship and an honest determination to build a constantly better car at a low price. ... People expect more from a Ford car—and get it.

Both the 1938 De Luxe and Standard cars are built on the same 112" wheelbase chassis, in the same standards of mechanical accuracy and excellence. They differ in appearance, body size, appointments and price. With two engine sizes, two body sizes, and many body types to choose from, you're sure of getting a car that meets your personal needs exactly.

Whichever model you select, your mounting dollars will go farther because it's a Ford.

An open car for the open road! Where else can you find a Phaeton in the low-price field? Built with a love to youth and young ideas. Top rains easily—curtains can be snapped quickly into place when needed. All seats upholstered in Genuine Leather. Lots of luggage space.

Cross-country miles are fun in this De Luxe Fordor Sedan. The tremendous luggage compartment leaves the car free for passengers. V-8 power makes mountaintops of mountains. Center-Poise Riding turns rough roads into boulevards. You drive and arrive relaxed.

Enter engine size is available in this Standard Tudor Sedan, but many farmers, mailmen, and others who want to make the most of every dollar, prefer the thrifty 60-hp. engine. It's a roomy, family car with a big, easy-loading luggage compartment. Well talked interest.

When the light goes green, you flash away fast in this De Luxe Tudor Sedan. The quick pick-up and smoothness of its 65-hp. V-8 engine mean easy handling in tough traffic. Full-width front seat cushions. Divided seat back folds for access to rear seat.

Riding is gliding in this De Luxe Convertible Sedan, with its long spring-ride, double shock absorbers and superbly smooth 65-hp. V-8 engine. Windows lower and the smart tan top folds flat, when alone are blue and weather hunky. They whizz up fast, if clouds collect.

A grand car for business or professional men and women is this De Luxe Coupe. Room for three lanky passengers on the deep, wide seat. There are two luggage compartments—one in the big rear deck and a smaller one reached by lifting seat back inside.

It's farther between filling stations in this Standard Fordor Sedan—especially with the "thrifty 60" V-8 engine. Fill the tank once and drive all day. Since the "60" was introduced, hundreds of owners have reported averages of 22 to 27 miles a gallon—some even higher.

This De Luxe Convertible Coupe adds distance to your drives because driving's so enjoyable. Top down for warm sun, bright moon, or mountain scenery. Raise it for rain—easy. Front seat upholstered in Genuine Leather or Cord. There's a comfy seat, too.

Like all Ford cars, the Standard Coupe can give more miles and take 'em. It's built for hard service—body, brakes and engine. With the 65-horsepower engine for extra performance. With the 60-horsepower engine for extra economy. Both at the lowest possible prices.

This De Luxe Convertible Club Coupe combines the advantages of an open and closed car. Extra passengers ride inside under cover, but for fair-weather driving, the windows lower and the top folds flat. Foot-control for deflecting headlights as in all Ford models.

THE QUALITY CAR IN THE LOW-PRICE FIELD

SMALL PARTS REPAIR DAY

SATURDAY, APRIL 27TH

9:00 AM – 3:00 PM

No matter how well your Model A or V-8 runs, it's always good to have a good working spare carburetor, distributor, water pump and other small parts. Small Parts Day is where club members bring small parts that are in need of repair. At the garage, many of the tools and member's expertise are available to restore the part to like-new condition.

This year, Small Parts Day will be held at the home of Janet Merkel, [9306 Merkle Farms Road](#), Bowie, MD. Members should bring any parts that will be needed to repair their item. Be sure to get those ordered ahead of time so as to have them by the 27th. Equipment will be on hand to do final cleaning and painting of parts, as well as tools to aid in mechanical restoration tasks. The cleaner the parts are when they arrive, the faster the rebuilding effort will be. Sand blasting is available for those that need it. Craig Sawyer from Southern Maryland Model A Club will be at the Merkel's to assist with carburetor work and will flow test the jets. Even if you don't plan to rebuild a part, anyone is welcome to come, watch and learn. Ladies, please join in the fun.

Coffee and donuts will be provided by the club in the morning and lunch will also be served. If possible, please let Janet know if you plan to attend by email: gmjm64@verizon.net or phone 301-262-6587 so she has an approximate count for food. Even if you find out at the last minute you can attend but didn't sign up, it's ok. Please still come.

Directions: For those coming from Virginia. If you need directions from another area, let Janet know.

From Route 495, Woodrow Wilson Bridge:

- ✚ Exit off Beltway onto Route 50 East. From Route 50, exit onto Route 197 North. Stay on Rt. 197, crossing over Route 450. At Old Chapel Road, turn right. There is a Sunoco Gas Station where you will turn. Turn left onto Race Track Road. Go past the race track and head up the hill.
- ✚ Turn right into Patuxent Riding subdivision. At the stop sign, turn right onto Arabian Lane. Stay on this road. This road will become a gravel road, which is now Merkel Farms Road. Our house is the first house on the left. You'll see the garages.

From Route 495, American Legion Bridge:

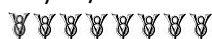
- ✚ Stay on Route 495 until you get to the Balt/Wash Pkwy. Take the Baltimore exit onto the Parkway. Go several miles and take the Powder Mill Rd exit. Turn right onto Powder Mill Rd. Stay on this until it ends at Rt. 197. Turn right onto Rt. 197. After passing Bowie State University, and at the next light, turn left onto Race Track Rd. At the fork, bear to the right (there's a child care center at the fork). Turn left into Patuxent Riding subdivision. Follow direction from above marked with ***.

If you get lost, call Janet on her cell phone, 301-325-7020.

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



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.** bumppo72@comcast.net or 781 982 8983 (after 7 PM) 02/13



For Sale – 1934 Ford Roadster. It's a good one!!! Never apart, no rust ever, early repaint, loaded with NOS parts, runs and drives perfectly. Somewhere close to \$60K. [Click here](#) to see more. Located in Charlottesville, VA. Allen Ponton. 434-293-4400 or 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 – 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 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 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 12/11



Wanted – for '49 F1 6 cyl: Crank handle (40-17036) with 13/16 lug nut socket on one end and a 4-sided provision for extension at other end. Also Crank extension for 6-cyl (51A 17040) - 26 3/8 inches long. **Jason Javaras** 540- 786-5819 03/13



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 01/13



Wanted – Four matching (five preferred) 15" steel wheels to fit 1951 Ford passenger car. Want to remount my radials for my trip to the Western Meet in Tahoe but also want to keep my bias-ply tires mounted for future use. **Jim McDaniel**, 202-409-4459(C) or jim.mcd@cox.net. 12/12



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



Wanted – 1) 49-53 wide belt crankshaft pulley. 2)

Automart continued next page

Automart continued from previous page
 '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 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

BIG BOY TOYS

Build Your Own V-8

By *Cliff Green*

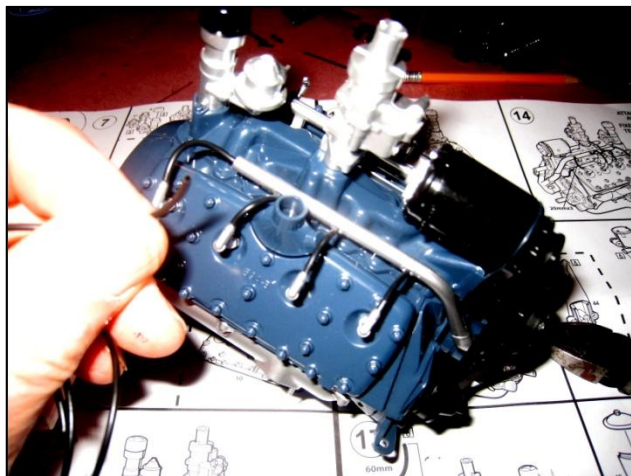
Some rainy day, when you have nothing else to do, you might enjoy assembling this 1/16 scale model of a 59AB. I saw it advertised in Hemmings Classic cars and thought this would make a nice display model. I ordered it on line from genuinehotrod.com for \$34.95 plus \$9 shipping and it came two days later. It is a Ford official licensed product made by HAWK, "America's Oldest Model Company."



Any V-8'er can construct this model without instructions. The block is diecast with plastic parts attached. The parts are painted, some not correctly but enhancements can be made. There are over 60 nicely fitting parts, all recognizable to the V-8 enthusiast.

Before assemble, it is easier to paint the pieces

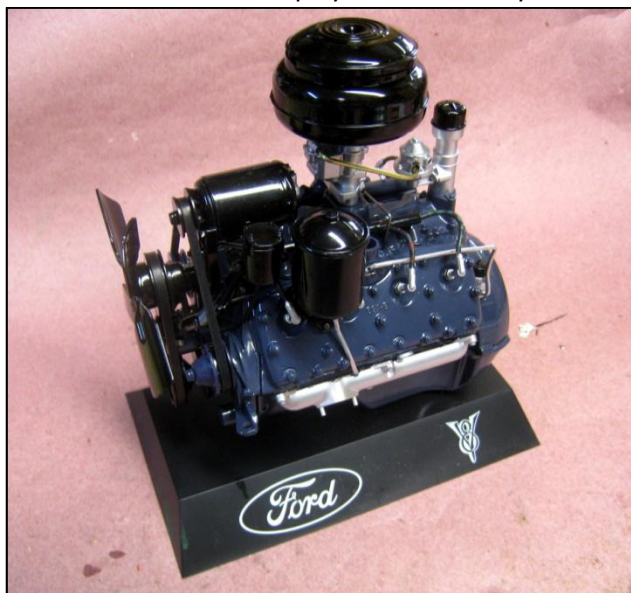
that are incorrect: water pump pulley should be blue and the wire looms are not chrome but black.



There are nice details such as the vacuum line from carb to the distributor. The only technically incorrect item is the location of the oil filter. On the model it is located towards the front of the block rather than the back. This necessitates an extra long oil line to the oil pressure sender. One could remedy this by gluing the filter in its proper location and filling the slots in the head.

One modification that I made was to replace the rubber fuel and oil lines with small metal tubing and paint thin color strips on the spark plug wires. I have tubing for those who want to do this.

Overall, I am pleased with the model – it is a nice rendition and fun to make. However, my wife still will not allow it to be displayed in the family room!



Search "hawk model engine" on-line for best price. Hawk also markets this model engine completely assembled and also makes a 1:4 scale transparent revolving V-8 with a sound chip. (Ed.)



NVRG Calendar



<u>April</u>	
2	Double Clutch Caffeine #2 – join us for breakfast and good conversation at the Fair Oaks Silver Diner at 9:00 AM. See Jim Gray’s report on the inaugural event on page 7. Weather permitting, drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: Wheels & Hubcaps – more in the “What’s Right for Your V-8” series – Contact Eric Sumner: sumnershack@aol.com or (703) 860-1916 – Refreshments: Keith Randall
20	NVRG 12th Annual Poker Run & Scavenger Hunt – don’t miss this great traditional kick-off to the touring season. Meet at Fair Oaks Mall at 9:00. First car leaves at 9:30. Contact Keith Randall (klr8217@aol.com or (703) 913-5655), Jim LaBaugh (jlabbaugh@verizon.net or (703) 573-9285). See page 14 for more info.
27	Small Parts Repair Day – an invitation from the Model A Club to participate in their Small Parts Repair Day. This is a great way gain access to some tools you might not have and to get and/or provide help to other NVRG members. Get that V-8 ready for touring. See invitation on page 20 for more details or contact Clem Clement at clem.clement@cox.net or 703-830-5597.
30	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All members welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>May</u>	
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: The 1938 Fords and Lincolns – Keith Randall and John Sweet – Refreshments: David Blum
18	NVRG/City of Fairfax Car Show – open to all vehicles 25 years and older. To volunteer to help contact Dave Westrate dlwbaw@aol.com or (703) 620-9597. See page 11 for more info.
	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All members welcome to attend.
	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>June</u>	
11	Membership Meeting – Ice Cream Social and Art Show – Refreshments: Dave & Sarah Gunnarson
16	Sully Plantation Father’s Day Car Show – a great multi-generational event – bring the whole family and join us for a picnic under the trees. See page 14 for more info.
17-21	Early Ford V-8 Club’s Grand National 50th Anniversary Meet – Lake Tahoe CA.
25	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All members welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ July – NVRG Picnic
- ✚ August – Motorfest V – Sauder OH
- ✚ Workhouse Art Show/Occoquan/Clifton
- ✚ September – Drive-In Movie Night
- ✚ October 19th – Centerville Day



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP

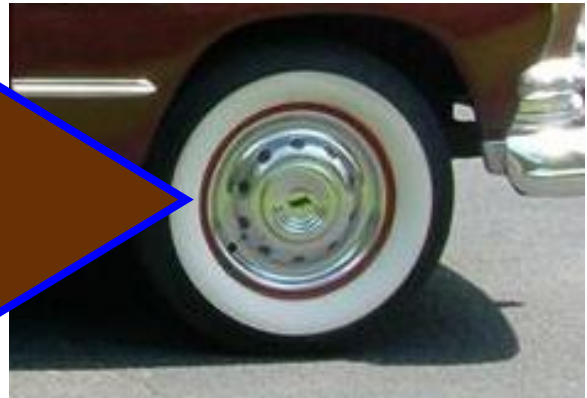


President: **JOHN SWEET** 703-430-5770

Vice President	Jim McDaniel	703- 569-6699 FFX Show	Dave Westrate	703-620-9597
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Programs	Eric Sumner	703-860-1916 Website Content Mgr	Joe Freund	703-281-6282
At-Large	Keith Randall	703-913-5655 Newsletter	Ken Burns	703-978-5939

April Program: Wheels and Hubcaps

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



FIRST CLASS MAIL

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