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Group



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

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Ken Burns - Editor

THE ROAD TO TAHOE

"Get your motor runnin'
Head out on the highway
Looking for adventure
In whatever comes our way"

("Born to Be Wild" – Steppenwolf – 1967)

The May/June issue of the *V-8 Times* featured an article by Early Ford V-8 national past-president Arel Brown covering the first part of the journey by a group of dedicated and adventurous V-8ers who were driving their beloved V-8s from the East Coast to the Early Ford V-8 Club's Golden Jubilee Grand National Meet in Lake Tahoe, NV. This initial group joined-up in Gettysburg, PA, and then head west along the Lincoln Highway; adding new tour participants as they went. Jim McDaniel established a special listserv to chronicle the group's adventures and progress. For those who didn't subscribe to Jim's listserv or found it too hard to follow along daily, here is an edited and condensed version of "The Road to Tahoe." John Ryan saluted Jim and the tour group on June 8th with the above portion of "Born to Be Wild." (Ed.)

By Jim McDaniel, photos by Jim McDaniel and Bill Simons

✚ **June 4th** – There were two cars traveling to Lake Tahoe from the NVRG here in Fairfax; me in my 1951 Ford sheriff's Cruiser and Bill Simons in his 1949 Ford Woodie station wagon. Riding out with me was Bill Tindall, and riding with Bill Simons was Bill Selley. They rode out with us, and will be flying back. Bill Simon's wife Liz and my wife Char will be flying out to Reno, Nevada, when we arrive, and will join us for the drive back to the Washington, DC, area.



The Route West from Gettysburg and the first three overnight stops – Canton, Oh; Columbia City, In and Clinton, IA.

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Up Front with the President



July 2013

The celebration of the 4th of July is always a special time for Americans. Whether it is conscious or not, I believe most citizens reflect on the liberties and ideals that were put down on paper and enshrined by the Declaration of Independence.

To whit: "Life, Liberty, and the pursuit of Happiness." Those words, penned 237 years ago by Thomas Jefferson, are as true today as they were back then. One big difference though between 1776 and today, of course, is the way we pursue our "Happiness." Today we have a myriad of choices and selections from which to choose.

This was no more apparent than when I attended the Golden Jubilee V-8 Grand National Meet in Tahoe last month. Everyone who attended was there because they liked cars, especially Fords; but from there the choices seemed to be endless. The year, the make, the model, Touring Class, Rouge Class, Dearborn Class, even modified or stock, the Grand National Meet was a reminder of the freedoms and the happiness we are allowed to pursue as Americans.

And as we enjoy the month of July I hope that we all take a cue from Jim McDaniel and Bill Simons and drive our cars. It has been often said that Henry Ford put Americans on the road and the road gave Americans the ultimate freedom to travel when and where they wanted. Jim and Bill's great transcontinental adventure is the ultimate expression of the freedoms espoused in 1776, but we have the same options as well. While you don't have to take your Ford across the country, I do hope you are able to take it out on the road and enjoy the sensation of being behind the wheel of a Ford, Lincoln, Mercury, or any other collector car that you have. It's your lucky privilege, so be sure to enjoy it.

Of course, if you're looking for an excuse to hit the open road, please be sure to join us for the annual NVRG Bar-B-Q and picnic on Saturday, July 20th. See the additional information on page 18 for how to sign up. As an added incentive your president plans to lead the caravan from Fair Oaks Mall, so let's start making plans!

Happy Independence Day and see you on the road!

John

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Packed and rarin' to go!

I didn't make it far before I had my first problem. The car started backfiring when I decelerated in gear and my wiper blades stopped working. After crawling around under the dashboard, I located a leak in the vacuum hose for the wiper. As the car was running okay at highway speed, we decided to go ahead and drive to Gettysburg, for our first overnight stay, and fix it there. Well, the vacuum hose issue was affecting the timing advance, causing the backfiring, and after fixing the vacuum hose we checked the distributor and the points. I had both a cracked rotor and a broken distributor cap. I received some expert help from a couple of our Early Ford V-8 magicians and was back on the road with a new rotor and distributor cap, and the old flathead really running good.



Jim McDaniel, Bill Selley and Bill Simons ready to hit the road.

There were about 20 people and nine cars starting the trip from Gettysburg. About a third of them had their wives with them. They've come from as far north as Upstate New York and as far south as Georgia. Everyone made it who was expected. These cars are in fabulous condition! Eventually, we expected about 28 cars to join us by the time we got to the mid-west.

I had a local Gettysburg policeman in his Crown Vic patrol car stop by my pump when I was refueling after dinner. He asked if I wanted to swap cars. I

respectfully declined.

✚ June 5th – We left Gettysburg at 8 o'clock in the morning. Beautiful drive through the Pennsylvania hills and mountains. Very green, and a nice cool morning. Some of the uphill grades were pretty long and trying for the old cars, but the engine temperature was acceptable. By 10:30 a.m. we are at the 9/11 Memorial for American Airlines Flight 93 in Shanksville, PA.



9/11 Memorial for American Airlines Flight 93. Very sobering.

Had a "Chilled GOB" after lunch at Ruthie's Diner in Legionaire, PA. The locals said you have to have one. I asked the waitress what GOB stood for, and she said it doesn't stand for anything, it's a just WORD! She couldn't define it though. Basically, chocolate and a lot of white sweet stuff.



WOW! Finally made it through Pittsburgh. What a mess! Worse than Shirley Highway in DC. We luckily got out of that town before we all ran out of gas. Gas in NoVa when we left was around \$3.70/gal. In PA it was around \$3.30 and in Ohio it was \$4.00.



Pain at the pump.

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Day one ended successfully in Canton, OH. The day started beautifully... it was cool, dry, and cloudless. Good driving conditions. Highlights:

Beautiful rolling, green countryside in western Pennsylvania. Route 30 (the Lincoln Highway) is mostly two-lane and a very pleasant drive. Average speed around 50-55 mph. Steep hills in places -- 25 MPH up, 70 MPH down in neutral.

It was wonderful getting away from the big trucks on the Interstates and seeing the small towns up close. Lots of really rustic, old, beautiful homes and buildings. Many farms being worked. Things are GREEN!

The Lincoln Highway took us right through the middle of Pittsburgh. Ugh! Worse than getting through Atlanta when Georgia plays Georgia Tech! Very congested and hot on the pavement. Backed up badly. Moved at 2 to 5 mph for what seemed like miles. Only time the Cruiser's temperature became threatening. It was my first time to Pittsburgh and I was surprised at how hilly it was. Overall, lots of elevation in western PA. NOT like the Everglades.

We reached our hotel in Canton at 7:00 p.m., too late to take in the Football Hall of Fame which was disappointing.

I saw several cops on the road and in the towns and they all waved with big smiles on their faces.

Dick Rial's 1949 Merc, broke a shock absorber and the bracket that supports it. Efforts got underway looking for a fix. Both Bill Simons' car and mine were running well.



Bill Simons adds some oil to keep his '49 Woodie running well.

🇺🇸 **June 6th** – Well, we woke up to rain and temp in the upper 50s. Also, the local station announced gas prices there in Canton went up many places overnight to \$4.30/gal. Ugh! Went out to find out if the old bird is waterproof.

We got off about 8 o'clock again with heavy rain for about 2 to 2 ½ hours. The bad news was my

wipers would not work. Planned to buy a new vacuum hose that evening when we got to Indiana. Good thing I put a good coating of Rain-X on the windshield before we left Virginia.

I experienced a new sensation today. We swapped off drivers and Bill Tindall was now driving, and I was a passenger. First time I'd ever ridden in the right seat of this old car.



Always good to have a trusty copilot along.

It stopped raining by the time we reached western Ohio. Two hours of this was a bit much. The Rain-X certainly helped. Without it I'd not have been able to see ANYTHING!



Fun day today after the rain cleared. Highlights: Mainly flat terrain, slightly rolling. Lots of open farm land. Homes very well kept overall. Lots of flags still out from Memorial Day.

Arel Brown had the top on his 1935 Phaeton tear off. It came off in the heavy rain and he, his wife Barbara, and everything in the car got SOAKED! He had to stay behind to get it fixed.

Met up with a "Flamingo Red" 1953 Ford traveling by himself from New York. He joined the rest of the group in Auburn, Indiana.

The broken shock and bracket on Dick Rial's '49 Merc was repaired today. A local Ford Club Regional

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Group member put Dick in touch with a local guy who fixed it for him. He was back on the road in a few hours. The guy's friend did it for free. Great bunch of people, these car people.

We visited three museums today, all in Auburn, Indiana:

- **The Early Ford V-8 Foundation Museum.**

My co-pilot, Bill Tindall, is a trustee of the Foundation. Several Ford cars on display, including military and commercial vehicles. Lots of interesting displays, descriptions, and cut-aways of engines, drive trains, transmissions, etc. Lots of Ford memorabilia.



- **The National Automotive and Truck Museum of the U.S.** They have 1,000s of toy cars and trucks as well as many, many pedal cars. If they don't have it, it wasn't made. Hundreds of trucks and vintage and specialty cars of all types. A group of young girls (20s?) was setting up for a wedding reception inside the museum. They're going to have a great time.

- **The Auburn, Cord and Duesenberg Museum.** This one is PREMIO! Hundreds of very high-dollar luxury cars from the first half of the last century. I hesitate to guess the value of one of these cars. Can't imagine the overall value.



Ready to hit again in front of the newly installed Ford Rotunda sign with the Early Ford V-8 Foundation Museum in the background.

Got a new vacuum hose while at the V-8 Foundation Museum and got it installed. BRING ON THE RAIN NOW!

Traveled from Auburn to Columbia City, IN, along back-country roads. It was great seeing the inside of the Heartland!

🚦 **June 7th** – After breakfast and briefing, we started out at 8:00 from Columbia City, IN, for Clinton, IA. Pleasant drive. Open country, much flatter, larger farms, well cared for, hundreds of wind turbines during the day. Large farms of what looked acres and acres of soy fields. Cool weather,

Indiana, large "corn farms" and some large refineries (corn? Not sure what they were, maybe for ethanol). Not sure if the larger farms are privately owned or large corporate farms.

Stopped in Merrillville, IN at a local, small-town museum. Quite a bit different from the "high-dollar" museums we went to yesterday. Lots of military memorabilia -- civil war, WWI, WWII, Korea. Also samples and displays of how they used to live in the Heartland... old time farming implements, early school room, readers, books, etc.



Gas prices. UGH!! Pilot gas station in Indiana selling Regular for \$4.359 and the immediately after entering Iowa it immediately dropped to around \$3.699.

En route to Oswego, the Cruiser handled badly. Lateral, swaying oscillations over bumps. Blown front-left shock and weak front left spring. Obviously needed some help.

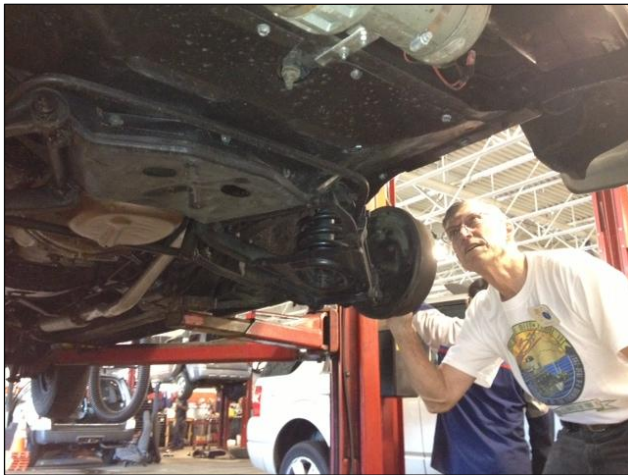
We arrived at Hennessy's River View Ford dealer in Oswego, IL, for lunch. They sponsored lunch, and there were about 35 old flathead V-8's there (including us). They set up a large tent with free food and drinks. I have to admit, when I entered their lot, with the big tent and all the other cars, I had to flip on all the lights and just let the siren "SING." Nobody missed my arrival! The first person to meet me when I got out of the car was a REAL deputy sheriff. Happily he had a big smile on his face.



Hennessy River View Ford welcomes the Early Ford V-8 tour. The Ford dealer offered their lift to anyone who

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The Ford dealer offered their lift to anyone who needed it. I jumped on that! And I have to especially thank and compliment both the owner of the Ford dealership (John Hennessy) and his staff, as well as the members of the Northern Illinois Early Ford V8 Club (RG #8) for their over-the-top assistance. The Ford service department checked on shocks for me. They had none but found the right ones at a local NAPA store. NAPA didn't have them in the nearest store but did have some in their warehouse across town. The Ford service manager called and ordered them for me. Ford offered to go get them, but it would take about three hours. Ron from the NIRG drove me across town to the warehouse in his F-150 Super Cab pickup, and we got the shocks. I paid there and got them at Ford's wholesale price. I called the dealer and they had my car moved into their shop, put up on their rack, and had the old shocks almost off by the time I got back. They installed both shocks and had me on the road within an hour. John (the owner) and Jim (his service manager) thanked me (and our other V8 travelers) for stopping by to visit with them on our way to Nevada, and would take no payment for replacing my shocks.



Jim's Cruiser gets some new front shocks.

OVER THE TOP! Love these Ford guys! I ensured that the tech who did the work had enough pocket change for a few cases of beer in appreciation. Other local V-8 Club guys who helped were Ken Bounds and Tom O'Donnell. Thanks so much to our new Oswego friends.

The Cruiser handled much better. Still has a weak front-left coil spring, but the shocks really dampen out the weakness. The rest of the flight (uh, drive) was uneventful along the Lincoln Highway into Iowa. Wide open spaces, miles of farmland. Hundreds of wind turbines (those things are BIG!)

Because we were delayed in Oswego, we headed straight to our hotel in Clinton, Iowa. We had to give a miss to the rest of the group's visit to the "National Lincoln Highway Tourism Headquarters." It's housed in a building built by Abe Lincoln's cousin. Sorry we missed it.



Bill Simons Woodie somewhere along the Lincoln Highway.

Most of us had dinner at an Applebee's in Clinton. A tall Amber-Bach helped smooth the day's stress.

June 8th – Bill Tindall's turn in the captain's chair again in the morning. We launched out at 8 o'clock, and it was an absolutely beautiful day. Slightly cool, only several puffy clouds in the sky, rolling open farmland, and a 4-lane divided Lincoln Highway to follow. The only distracter was that in our haste to get the car loaded, I left my aluminum coffee mug on the roof when we drove off. We got about a block down the road when we heard a big clunk, and I looked back to see my cup cartwheeling down the road. I now have coffee all down the right side of the fender and trunk.



This is a cool original bridge built in 1915 in Tama, Iowa. – Bill Simons

We had lunch in Colo, IA, at the Niland's Café. It was hosted by Richard and Verna Grieve. Colo is where the Lincoln Highway, that runs east and west across America crosses the Jefferson highway, that runs from Canada down to Louisiana. We enjoyed lunch at the crossroads.

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Westward from Clinton City, IA, via Omaha, NE; Lincoln, NE; and Kearney, NE to Kimball NE



Lunch at the crossroads of the Lincoln and Jefferson Highways, Colo, IA.

Weather was beautiful up to this point, just a little cool with a bit of wind. After lunch we had more rain through most of western Iowa.

Darn Windshield wipers were not working again. Could possibly be a problem with the vacuum advance off the distributor, or it could be that the 62-year-old windshield wiper motor has just given up the ghost. (See the Tech Tip John Girman sent to Jim on page 13.)



Crossing the Missouri River on the way to barbecue dinner hosted by Jerry Vincentini.



Threatening sky at the Vincintini's

Settled into the hotel, headed to the Vincentini's for the barbecue. Weather looked extremely threatening. Hope it holds off long enough. Scoped out where the basement is, just in case.

🚦 June 9th – Well, guess what? Off at 8:00 for Wahoo, NE, in light rain and overcast sky. We were to meet in a park for an "All Ford Picnic" hosted by the Cornhusker RG where we were the guests of honor, but the park was closed because of rain so the BBQ was moved inside to their "Senior Citizen Center." It was a great BBQ with more choices than I could possibly eat and wonderful Midwestern hospitality including games and ice cream after lunch. I tied for first in the "washer toss" but lost miserably in the "chicken toss." (You don't really need to know more). We blew out the vacuum line to wiper motor. Bob checked vacuum advance and adjusted idle speed to improve vacuum. No difference in wipers -- they still don't work. The consensus is that I need a new wiper motor.



We made this little guy's day! He wanted to know what a real police car looked like inside. I asked him if he had ever blown the siren in a real police car. Of course he had not. I had him turn on all the lights (bubble, grill, and spot lights) and activate both of the sirens. It totally made his day. I think he will remember this for a long time. He got so excited when I had him press the floor button for the LOUD

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siren (actually a fire truck siren) and he was so excited he had a hard time turning it off. His smile touched both ears.

The weather cleared during the afternoon as we traveled to Lincoln, NE.

✚ **June 10th** – Tiring Day. Didn't cover too many miles today (only 135), but we stopped and visited three separate museums:

The 1st museum was the Smith Collection at the Speedway Motors Museum in Lincoln, NE. "Speedy" Bill Smith has America's oldest speed shop (well known speed and parts catalogs) and has an ABSOLUTELY AMAZING collection of all things automotive – but most impressive are the race cars he has. We spent about three hours in the museum, and it would take three WEEKS to do it justice. It is kind of like trying to do the entire Smithsonian Air and Space Museum in three hours. The place is just amazing – three floors of chock-a-block cars, racers, engines, toys, pedal cars (the largest collection of pedal cars in the world), and so much memorabilia I could not begin to cover it all.

After the museum I had some help working on the timing of my engine. The timing light was not working well so a lot of guessing took place. End result that the timing was much worse when we finished and the car pre-detonated ("pinged") a lot, and ran probably 20 degrees hotter. The weather got very hot (in the 90s) and my temp at 60 mph was approaching 210 degrees. Had to back off to about 50 mph to keep the temp stable.



The Brain Trust working on the timing for Jim.

Next we traveled to the small town of Shelton, NE. There we took a break at the other end of the "museum spectrum." This was museum two and was a two-room small museum (displays mostly of the Lincoln Highway), and took about 15 minutes to see everything. They have just taken over the old bank building, and it still has the vault in the room.



Vault in the Lincoln Highway Visitor's Center, Sheldon, NE.

Off again in the heat to the town of Kearney, NE, where we will spend the night. On the outskirts of town we stopped at the "Classic Car collection of Bernie and Janice Taulborg." It is quite a collection of personally owned cars, numbering well over a hundred cars of all types. These were more traditional cars of the 40s through 60s, with some early cars as well. Lot of muscle cars and just "cruisers." Very nice collection but very different from the speed equipment of the Smith Collection.



Classic Car Collection in Kearney, Nebraska

I was disappointed to hear that the train depot canteen at North Platte, NE (a very famous stop-over for soldiers during WWII) had been torn down. A plaque remains, but the canteen is gone. What a shame.

✚ **June 11th** - There was a thunderstorm about 2:00 a.m. and the cars looked AWFUL in the morning. My black paint looked muddy! We departed at 8:15 with ten or so cars in line. The plan was to drive to Ole's Big Game Steakhouse and Lounge, in Paxton, NE. Drove to North Platte first, saw train yards and the town a bit, but due to limited time did not go through their local museum. Refueled in North Platte, and soon after my '51 Cruiser began occasionally "bucking" and missing. Thought it might be some bad fuel.

Got to Oly's an hour earlier than expected – did

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n't realize it was Mountain time. Duhh! Oly's is just amazing. The place is just FULL of big game trophies; however, these are all quite old (1930's and 1040's).



Ole's Big Game Steakhouse and Lounge, Paxton, NE.

After departure, the car got progressively worse with the engine missing and bucking. My first assumption was that I'd gotten bad fuel; my second thought was electrical. It got progressively worse, and after about an hour I could barely get the car above 35 mph. Bill Simons stayed with me as I limped into Kimball for our overnight stay. After getting a lot of expert advice, the resulting opinion was that I was experiencing severe vapor lock. Other cars experienced it also, but they had electric fuel pumps, and after giving a shot of the electric pump it stopped the missing. Temperature at 2:30 today was 91 degrees, and our hotel manager said the elevation is 5,500 feet. I ordered an electric fuel pump from a local NAPA store, but it wouldn't be delivered till the next day at 9:00. Until installed, I'll use an old high school trick: bought a bag of wooden close pins and essentially covered the fuel lines from the firewall forward with wood. It worked in high school. We'll see if it still works.

The hotel manager broke out a hose for us to wash our cars, so we got a chance to rinse off last night's mess and make them presentable again.

KIMBALL, NEBRASKA, WHAT A TOWN!!!



Jerry and Cheryl Reichal of Bufort, GA, on stage as the mayor of Kimball reads a proclamation about the Lincoln Highway and the Early Ford V-8 Club.

This being the 100th anniversary of the Lincoln Highway, Kimball being the geographic center of the Lincoln Highway, and this being the 50th anniversary

of the Early Ford V-8 Club of America, Kimball threw a community party for our *V8 Tour across America*. The town's mayor presided over the events and the town went all out. We were the guests of honor at their party and car show, and they provided a rock-and-roll band and also provided us dusty travelers a free dinner.

This was classic small town entertainment. Kids (young and old) having lots of fun. The band played for several hours with dancing, good eating, visiting among ourselves and with the local residents, and tire-kicking a lot of really good-looking old cars. The mayor hosted and was supported by the Rotary Club and County Visitor's Bureau. I was told some of the local cars came from 40 to 50 miles away.



The car show field was a parking lot next to hotel. The music stopped around 9:30. Our cars remained on the show field (the next door parking lot) under lights and police surveillance.

One more casualty today. John Mason from Rising Sun, MD, broke down in his 1935 Ford, and after multiple changes of parts and various analyses, could not get it to come back to life. He was eventually rescued by John Hobrle with his RV motor home and trailer. John H. "dismounted" his smaller truck from his trailer and set out to retrieve John. It's a great comfort having John Hobrle along to keep us from dying along the side of the road. THANKS, JOHN!



🇺🇸 **June 12th** – We were the last of the crowd to depart Kimble, about 9:15, an hour behind the rest because I had to wait to pick up the electric fuel
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pump I ordered the day before. Within just a few miles of entering Wyoming there seemed to be a significant change from the rather flat farm land of western Nebraska to the open, rolling, undulating prairie. To help make up for lost time, Bill Simons and I took the Interstate, which for the most part parallels the Lincoln Highway. We ran between 55 and 60 mph in a 75 mph zone, and we were for sure the slowest thing on the road. Lots of very distracting 18-wheelers. Very loud with the windows down and the wind turbulence is quite noticeable when they pass doing 15-20 mph faster than we were. On the road an hour and the car was running smooth as a top.

Still seeing a lot of trains. Had to think of Cousin Clem whenever I saw them. The last one had four engines pulling it and went about as far as you could see. Anyone who tells you railroads are dead has not been to Nebraska or Wyoming lately. I'm still a little kid around trains.



The car ran well all day after the vapor lock at the 8600 (+/-) foot level at the Lincoln monument. The funny looking white thing on my engine is my jury-rig fix for the vapor lock. I put wooden clothes pins on the fuel line in front of and behind the fuel pump, and I had one of those big white "washing mitts" used for washing the car. It's big with some foam rubber built into it to hold water, and I soaked it with ice cold water and placed it over the fuel pump. That worked to bring the temp down quickly

and it ran all afternoon without another vapor lock. It stayed in place on the fuel pump all afternoon and provided some insulation from the high temperature. Looks funny, but seems to work.



Our lunch stop was at the Virginian Hotel in Medicine Bow, WY. We also had a "photo op" in front of the Medicine Bow town jail. It's a two-cell jail with no windows and very small cells. Would be really depressing to spend much time in there.



Jim McDaniel at the old city jail at Medicine Bow, Wyoming.

🚦 **June 13th** - Departed Rock Springs, WY, at 8:15 for Price, UT. Temperatures were cool in the morning but rose rapidly after lunch. Wind was strong and buffeting all day, between 30 and 40 mph. Everyone proceeded in small groups of between two and four cars, often joining up briefly at scenic overlooks.

First car casualty was Bob Padovano's '51 Ford,
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when his ignition switch came apart and the engine stopped. He was able to repair it in fairly short order. The high winds pulled the door on John Hoble's RV motor home from his hands and broke the hinges. He was delayed getting it repaired.

Terrain started out as a High Desert, lots of brown scrub brush, virtually treeless at the beginning, very stark but very beautiful. Soon we got views of the valley floor from the High Desert. Several scenic overlooks provided photo ops and an appreciation of what our ancestors must have encountered trying to traverse this country by horse and wagon.

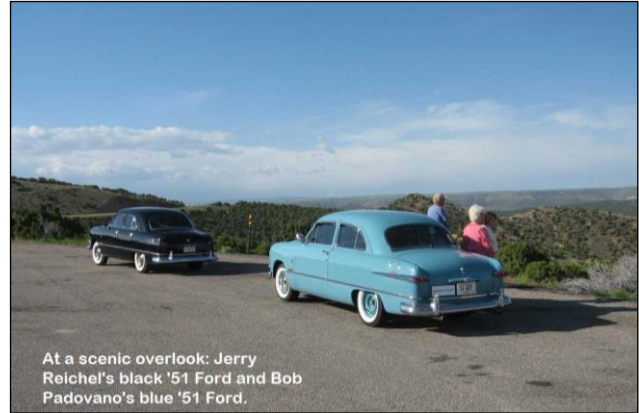


We got great views of the Flaming Gorge Reservoir as we descended from altitude to the reservoir level. From there we started a climb up the other side of the valley, into Ashley National Forest to cross the mountain range to the town of Vernal, UT, where we planned lunch. Bill Simons and I stopped for a break about half way up the mountain, and when we were ready to go Bill's Woodie would not start. Vapor Lock! We iced Bill's fuel pump and were back on the road after about 30 minutes.

The higher elevation caused problems for a number of the other old flatheads, as we passed several more with the hoods up. As others were there to help them, we proceeded. Both Bill's and my car were running well. Within a mile of the other cars having problems, we reached the peak elevation of 9,111 feet and started our descent into Vernal. Many steep descents and long downhill curves and cut-backs. On the straight downhill stretches I'd just put mine in neutral and let her FLY! After recovering from the vapor locks, no additional problems were encountered from the others and we all congregated at "Betty's Kitchen," a local restaurant for lunch. There were about nine cars at the restaurant and we entertained the town's people with an impromptu car show.

After departing Vernal, the countryside continued to get more rocky and rugged. We re-entered Ashley National Forest and drove through the area

known as "The Badland Cliffs." The views were spectacular!



At a scenic overlook: Jerry Reichel's black '51 Ford and Bob Padovano's blue '51 Ford.

I had filled my fuel tank at Rock Springs when we started and had enough to make it to our destination of Price, UT. What I didn't figure on, however, was the increased fuel consumption it took to climb the mountains. I started looking for gas stations when it became evident it would be close. There was NOTHING out there in the badlands. The result was that I ran out of gas just six miles short of Price. Luckily I had included a gallon can of fuel with my "stuff" in the trunk, and it was enough to get me to the town and a gas station. Lesson learned: refuel at lunch, even if you think you have enough.

As Jerry Reichel (the tour organizer) said while we were enjoying a cool one in the hotel lounge, "If it was easy, everyone would be doing this."

🚦 **June 14th** - We pulled out of Price, UT, at 7:55 with nine cars in trail. Cool mountain air with the humidity only around 11 percent. The mountain views as we departed Price were just fantastic! Nay. "Awe inspiring!" We sure didn't have anything like this when I was growing up down near the Everglades. Looking at these views, I kept hearing theme song from "The Good, the Bad, and the Ugly."



It's amazing how quickly and significantly the
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topography changes in just a few miles – mountainous to flat to brown to green – then back again. We made it to Nevada and the beginning of "The Loneliest Road in America," US-50. Had a good lunch at a very lonely cafe on the state line. Both Bill's car and mine are running very well. No more vapor locks since I put on the clothes pins and washing mitt filled with ice.



Nevada and the beginning of "The Loneliest Road in America," US-50.

It was a good travel day as Bill and I had absolutely no problems with the cars. They both hummed along perfectly. The wind was not nearly as strong as yesterday, and the temperature stayed moderate all day. Only if you stood out in the direct sun did it feel warm. In shade, it was actually a bit cool. All cars made it to Ely, NV, without mishap.

After arriving at the hotel, several of us went to a train museum and took a train ride in a train pulled by a steam locomotive. The authentic steam locomotive displaced a lot of equally authentic soot that drifted down on all of us on the open car. Luckily I had on a baseball cap, but the others who did not had their hair quite saturated with black soot. It gets down your clothes, into your eyes, and is not really pleasant.



At times the smoke almost enveloped us, along with the small black "pellets" it rained (soot). I'd hate to travel across the country on this train. Bill Simonds in foreground.

Still having fun. At the beginning I was wondering if, by the time we got out here, I'd be sick of driving the old car and ready to pack it in. Not the case at all. Although it is taxing, I look forward to

charging off each day, mainly because each day brings so many new and interesting adventures and sights.

June 15th – The Home Stretch – Of course we took the obligatory picture before we hit the road one last time.



Most of our "V8 Tour across America" group before we departed from Ely. A few folks had already hit the road.

Once again we got an early start since we had about 350 miles to go to reach our destination which is Harvey's Casino at Lake Tahoe (which is actually in Stateline, NV, but just as the name implies right on the CA/NV border). We also wanted to take advantage of cool driving conditions in the morning. Leaving Ely we drove past the train line we rode on the day before and a huge "mountain" of tailings, the waste product of smelting copper. We were still on US 50 (and still the "Loneliest Road in America") from Ely to Fallon. The road starts out mountainous but quickly descends to flat plains which eventually bring us to another mountain grade which delivers us to flat plains which... well, you get the picture. Fortunately, the road is well maintained with rumble strips in the dashed centerline and also has them along both sides – it just proves that monotony can be deadly out there in that desolate area – only some sheep farmers, a few buildings, (mostly abandoned), and some cattle ranches. Also an amazing number of bicyclists, a very hardy bunch.



More bicyclists. Note their saddle bags. I wonder if they have camping gear in the bags and just sleep in the desert at night. I stopped briefly and talked with one guy, who happened to be German and between 75 or 80 years old, and in good spirits. He was having a ball! --Whew!--

We passed through the small desert town of Eureka where we'll stay on return leg on our way to

Road continued on next page

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Austin, NV, where we stopped for lunch. Both cars ran well – someone said “It’s not the end of the earth but you can see it from here.”



Austin, NV, was a stop on the Pony Express circuit and lasted only 18 months before the telegraph put them out of business (even in the 19th century you could be put out of business by the relentless advance of technology).



After lunch many of us enjoyed ice cream for dessert which really hit the spot and then it was more cattle grazing along the way on open range land in the flatland and then it was up the mountain grades and down; the engine temp rose climbing up grads but I never overheated. Somewhere just west of Fallon, NV, Pat McFarland’s ‘32 Fordor broke down. We pulled over and stopped but so did several others; since we really had nothing to contribute we pushed on.



Mark Moriarty directs the Brain Trust.

Led by Pat and Mark Moriarty, plus others that remained behind, the carb was rebuilt alongside the

road and they got the Deuce running well enough to push on to Lake Tahoe. My anticipation really grew when I saw the first overhead “South Lake Tahoe” sign and then, there we were, cruising right along beside the lake.



And the next thing you know we’re there!



Our hotel IN SIGHT, the Harvey Casino and Hotel in South Lake Tahoe.

Bill Simons adds “We made it!!! We pulled into Harrah’s about 6.00 p.m. Great hotel room overlooking the lake. Eleven days and 3,102 miles. Both cars ran great. Now we can rest for a few days before we tackle the trip back across the US to Maine. I’ll worry about that later.

TECH TALK

John Girman sent the following Tech Tip to Jim when he was struggling with his windshield wiper problems.

Before you give up on your wiper motor, try this: Add about a tablespoon or two of 3-in-1 oil or Marvel Mystery Oil (but NOT WD-40) into the suction barb of the wiper motor. (Rig up a hose.) Then manually work the wipers back and forth a few times. There is a leather flapper in the motor that dries out over time and that stops the wiper motor from functioning properly. The oil causes the leather to swell and rejuvenates it. It’s worth a try before installing a new motor.

Talk continued on next page

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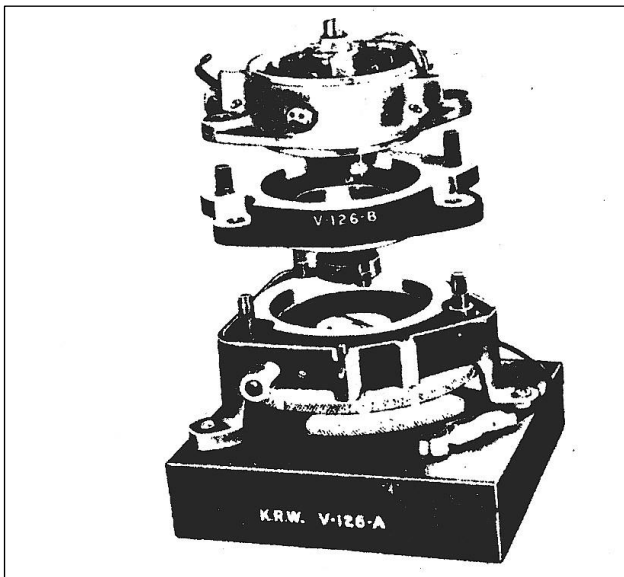
What Time is It?

By Cliff Green

The early K.R. Wilson timing fixture (V-126) was a wooden box that set the initial advance only. It probably was manufactured in the early '30's to aid shop mechanics. The points were adjusted through a hole in the bottom of the distributor that was covered with rubber plugs. This made it easy to reach the adjusting screws and measure the gap (12 to 16 thousandths) with a feeler gauge.

With the advent of the improved Model 68 distributor that first appeared in late 1936 it was most difficult to set the gap, as no holes in the bottom existed. Thus K.R. Wilson improved their timing fixture by adding a degree wheel that set not only the initial timing (4 degrees) but also the dwell (35 degrees) without measuring the gap. This device came in a red metal box. It is also capable of setting up the Lincoln HB V12 distributor.

When the crab type distributor appeared in 1942, it was of a different design than the familiar dome type. K R Wilson then made an adaptor (V-126B) and a button to meet up with the tang on the later models to enable their fixture to work.



The adaptor is difficult to find. I have been looking for years. Usually you have to buy the entire fixture (\$250-350) to get one. Well, Mike Prater has one and loaned me the adaptor so that I could copy it out of maple. After many hours of work figuring out how to perform each operation with my router and band saw, I was able to make one that works!! The operation would be much easier with a wood lathe. The original one is case hardened steel but receives no stress – it just holds the distributor in

place, so hard maple works.



Cliff's adaptor and a K.R. Wilson original.



Setup and ready for customers.

Since they are so hard to find, members have suggested that I make a few for sale. It is so labor intensive that it would be too expensive to make it worthwhile. Now, if I just had access to one of those 3-D printers....

Members, send me your 1942-48 distributors for a tune up – my world has expanded!!!

HENRY FORD IN THE NEWS

Henry Ford and Clifford Berryman

By Dave Gunnarson

I just never know when I'll run into something related to Henry Ford in my travels. On a business trip to the Virginia Military Institute in Lexington, Virginia in April, I visited the George Marshall museum, which in addition to his Ford-built jeep, traces the life and times of this famous man. During my visit there was a special exhibit on temporary display, loaned from the U.S. Senate collection, featuring about 100 original line drawing cartoons of Clifford Berryman.

Clifford K. Berryman (1869-1949) was a cartoonist with the Washington Post and Washington Evening Star. He drew every Presidential administration from Grover Cleveland to Harry Truman. He

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satirized both Democratic and Republican political figures but never used outlandish caricature, with won him great respect from many politicians. With brilliantly simple pen strokes, he created exacting portraiture that was both flattering and true to his subjects.



Berryman is credited with introducing the teddy bear into American vernacular after President Theodore Roosevelt famously refused to shoot an old, haggard bear during a hunting trip. Berryman changed the old bear into a cute, cuddly “teddy bear” – named for the President – and it became a common symbol in Berryman’s cartoons, first portrayed in his November 16, 1902, Washington Post cartoon, “Drawing the Line in Mississippi.” Here is a self-portrait of him drawing the cute bear with the old bear looking on approvingly. The caption reads “This is quite as near the “real thing” as I wish to get.” I interpret this as referring to his use of artistic license to portray the old haggard bear as cute and cuddly and not as a fear of real bears.

The only non-politician featured in these cartoons which I recognized was Henry Ford. In the July 1, 1928 cartoon “Yes, We Have No Ambitions Today!” This cartoon played off a line from a popular 1923 song, “Yes, We Have No Bananas!” to characterize car maker Henry Ford’s Presidential ambitions – or lack thereof. Ford blames his busy

schedule for his hesitation to jump into the “Presidential contest pool,” while eager supporters encourage him to “come on in!” Berryman was correct in his prediction: Ford chose not to pursue the Presidency. Note the Model T in the background and script “F” on his swimming suit.



The exhibit was very interesting and seeing real artwork in person gave me a special appreciation for the technical skills and time required to render a seemingly simple newspaper cartoon.

A LIFELONG LOVE AFFAIR WITH V-8s

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

Buzzy Potter – The Movies

Taxi Please – I got my father-in-law’s old 1940 DeSoto filmed in a movie once. Hollywood paid to have it all fixed up as a taxi and went to shoot a scene with it as a taxi cab in front of the Capital. A couple off the street jumped in the back seat and said “The Sheraton please.” I’m sitting there driving a cab looking like a taxi driver and had to explain that it was all a movie prop and said “No, I can’t take you to the Sheraton, my license is revoked. You will have to find another taxi cab.”

Brakes??? – We were up in Georgetown using my taxi. The brakes were shot and I told the guy that was dressed up like a taxi driver, “Don’t depend on the brakes since it don’t got any.” That made him nervous. They were shooting a rainy day scene hooked up to a fire plug, they had a permit of course, and made it rain all up and down the block. I think the movie was called *Other Side of Midnight*

Movies continued on next page

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(1977) starring Susan Sarandon.

Snow in August – They needed a snow storm scene down on the Mall. In Hollywood, they are very inventive and they shot a snowstorm scene in the middle of August. I had one of my cars down there watching the going's on. They had a rotary airplane engine mounted on a crane and two guys throwing ground up plastic in front of the engine and sure enough it snowed all up and down, the cars and everything. One of the most unusual things I've ever seen - they made it snow. It must have been hard to pick it all up. I still find a bit of it inside my taxi cab.

Fake Christmas – They went to shoot a scene by Union Station which at the time was being restored so they couldn't do it. So they got another big government building and dragged a Christmas tree through the front door and faked the whole thing.

Paint – They had to shoot a military scene. They called the Military to bring out some cars, jeeps, whatever. They needed a General's staff car so they talked a buddy into loaning them his '41 Pontiac. They painted it olive drab, then they painted it black again. They took care of everything. Hollywood will do whatever it takes to shoot a scene.

Pretty Stick Shift – One time on a movie set in Washington, I got to meet the prettiest girl in Hollywood. Her name is Jaclyn Smith and she didn't know how to drive a stick shift; that was a problem. I looked at her and said, "Jaclyn, with all you do in *Charlie's Angles* and you can't drive a stick shift? "That was all faked and you know it" she said. "Yep, I guess you're right." was all I could say in reply. In order to shoot the scene, 3 or 4 of us pushed the car with her inside it.

White House Visit – In another movie, I was a "policeman" for a day in full uniform driving the '31 Harley, with the sidecar off along with another buddy named Pepper. We were wearing full uniforms with badges and everything and drove in the White House gates. We had to stop after 100 feet and turn around or they might have shot us.

Impersonation – Pepper and I were still wearing full uniforms with badges and everything while shooting the same movie near the Lincoln Memorial. Pepper stepped out to shut off all the traffic at the Lincoln Memorial Bridge because we were running a scene right in front of the Lincoln Memorial. Only trouble was there were two policemen in a pickup truck and they knew a phony cop when they seen one. Those 1941 uniforms didn't suit them. So they whipped over and got us for impersonating an

officer. I said, "That's alright, we were just shooting a movie". So they said "Ha ha, let's just forget about it."

THE FFX SHOW, SULLY & THE AFRH

What Do These Three Things Have in Common?

By Editor

The common thread here is our support for the Armed Forces Retirement Antique Auto Assembly, held the first weekend in October each year. Most of you know that the NVRG supports that show with our half of the proceeds from the 50/50 raffle at our annual NVRG/City of Fairfax show. This year something extraordinary happened; when Bill Bohatch, the winner of the raffle, was informed that the proceeds were used to support the AFRH show he asked that we also donate his half as well. WAY TO GO BILL!!! Hopefully we'll see you at the AFRH show.



Bill Bohatch took "Best of the 60s" at our FFX show with his sweet 1963 1/2, 427-powered Ford "Sports Hardtop."



Dave Westrate, Ken Burns, Wayne Chadderton, Jason Javaris, David Blum, Dick Thompson and Hank Amster fold the flag at the Sully show.

The second common thread is the 12'x18' flag that the NVRG will donate to the AFRH. We were scheduled to fold the flag at the FFX show but were rained out. We finally got the flag folded at Sully and will present it to the AFRH in October. The flag was previously flown over the Bonita California Veteran's Memorial. It was raised on May 15, 2011 over the Veterans Memorial in honor of National Law Enforcement Day and lowered on September 10, 2011.

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



For Sale – 1940 Ford Deluxe Coupe. Body off restoration, all original metal, 34,050 original miles, 1,375 miles since restoration. Mandarin Maroon, whitewalls, all wheel rings, radio and heater, skirts, headers, Smitty duals. Always a trophy winner. \$49,000, NoVa area. **Jerry Bowie** 540-687-6610, 540-295-0644 or Coachnuts@earthlink.net 07/13



For Sale – 1936 Ford Convertible Sedan (trunk version). 80% restored – needs completion. Call for full details. **Wayne Handy** 840-746-1376 07/13



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.** bump72@comcast.net or 781 982 8983 (after 7 PM) 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



MEMBERS – JUST A HEADS UP! – I have rebuilt over

20 distributors, upgrading them to the 1941 11A weights and shaft. I have only four NOS weights 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 68 weights. My customers all have been satisfied. The only difference between the 85 HP and the 90 HP are the distributor weights!! Take advantage of this cheap performance upgrade while I still have NOS parts remaining. **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 – 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) '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. 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

Announcing the NVRG Annual Picnic and Bar-B-Que

Saturday, July 20th

Rain or Shine

✚ It's time for the annual NVRG picnic! Dust off your cars, load up the picnic basket and join us at Art and Sarah Zimmerli's Farm in Amissville, Virginia, on Saturday, July 20th. We plan on having the picnic rain or shine, so mark your calendars now.

✚ For those wanting to caravan out, the V-8 (and maybe HV-12) caravan departs Fair Oaks Mall at 10:30 AM sharp. Let John Sweet know if you'll be part of the caravan so you don't get left behind. **703-430-5770 (h) or speedbird201@gmail.com**

✚ If you want to drive there on your own – directions to Art's farm are:

From Warrenton, go 12 miles west on Route 211, turn left on Route 642 at Amissville, follow 642 for approximately 3.1 miles, look for the small lake and gate on the right, (a V-8 sign and blue and gold balloons will mark the spot). Follow the grass road up the hill to copse of trees on top. Park old cars in front of the mansion ruins – new cars to the right.

Call Art on his cell if you get lost: 703-200-2424.

The Bar-B-Que lunch will served at about 1:00 pm.

✚ The cost is a nominal \$5.00 for adults – kids eat free, but this year we ask that you please pay up front at the July meeting, or send your check to John Sweet, at 1108 Iron Ridge Court, Herndon, VA 20170. As always, your club will provide plates, cups, utensils and other accoutrements. Bring your appetite and a dessert, fruit or salad to share. Also your own beverages and lawn chairs.

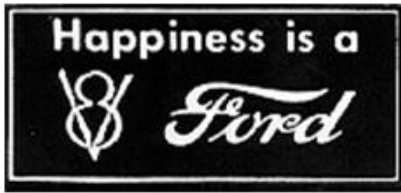
Please RSVP to John Sweet by Tuesday, 16 July.

Phone 703-430-5770 (h) or speedbird201@gmail.com

A sign up sheet will also be passed around at the meeting on Tuesday, July 9th.

Thanks and see you there!





NVRG Calendar



<u>July</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: Locks and Keys – Jim Crawford – Refreshments: Dave Westrate
14	National Capital RG 23rd Annual Car Show – 8 am – 2 pm. Longwood Community Center, 19300 Georgia Avenue, Brookeville, MD. Contact: Al Zimmermann 410-560-0237 or zimmco1@comcast.net
17	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. 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.
20	NVRG Picnic – Art and Sarah Zimmerli’s tranquil farm in Amissville. Details see page 18 for details.
30	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
30	CELEBRATE THE 150TH ANNIVERSARY OF HENRY FORD’S BIRTH! Order an Early Ford V-8 Foundation Commemorative Coin – Order your coin here.
<u>August</u>	
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Grand National Meet Diamond Jubilee Recap – Refreshments: Wayne Chadderton
TBA	Trifecta Tour to Lorton Workhouse Art Gallery, Occaquan and the Clifton Winery. More details to follow
27	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
28-31	Motorfest V – Sauder Village , Archbold, Ohio. Hosted by the Early Ford V-8 Foundation and Museum
<u>September</u>	
1	Vern Parker’s 25th Annual Street Dreams Invitational Antique Car Show. 10 am – 3 pm. Spring Hill Recreation Center, McClean.
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBD – Refreshments: Dave & Sarah Gunnarson
TBA	Drive-In Movie Night at the Family Drive-In, Stephens City. More details next month.
24	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
24	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ **October** – What else but **HERSHEY?**
- ✚ **October 19th** – Centerville Day
- ✚ **NVRG Fall Memorial Tour**
- ✚ **June 2014** – [Eastern National Meet](#), Gettysburg, PA



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



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

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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

July Program: Locks & Keys

Mark your calendar! The July Meeting is on Tuesday, July 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