

Northern Virginia Regional Group



# Value Clatter



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

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

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May 2014

Ken Burns - Editor

# COOLING FLATHEADS

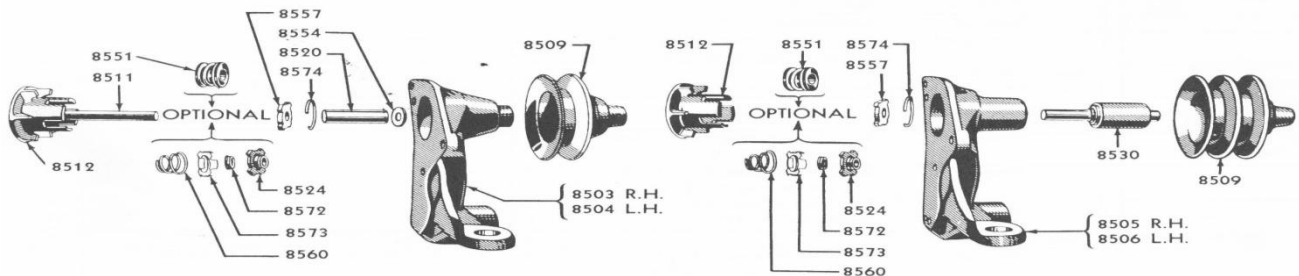
## All About the Cooling System

By Jim McDaniel – Photos by Jim McDaniel and John Sweet



At our April membership meeting we were treated to another excellent technical presentation by Cliff Green. What may seem relatively simple to many – that of circulating water through our engines to keep them cool – is of course quite a bit more complicated than just that.

Cliff had a very well organized slide show presentation in which he discussed in detail the various components of the cooling systems and the important aspects of each. Whether your car is a '32 or a '53, while improvements were made through the years and there were variations between the cars and the trucks, the components are essentially the same and the problems and solutions apply across the board. From Cliff's extensive technical library, he shared with us detailed diagrams and photos of various water pumps, radiators, fans, and caps from different years.



Single sheaved (L) and double sheaved (R) water pumps used on various cars and trucks between 1937 and 1948

We had an interesting discussion between Cliff and the membership of the advantages of High Flow vs. Slow Flow water pumps. Essentially, do you want to have a high flow of water through the radiator to speed circulation of water throughout the engine, or should you have a slower flow of water to allow the airflow through the radiator more time to cool the water before returning it to the engine block. Interestingly, there appears to be no resounding correct answer, as during the discussion some members of the club expressed differing opinions and advantages of each.

Cool continued on page 3

## *Up Front with the President*



*May 2014*

I do believe I can finally start May's message without complaining about the snow. Although we have still had some early morning temperatures below freezing as late as mid-April, the general trend now is warming and it looks like the snow just may be behind us for the season. We certainly hope so, as it is now definitely time to get out the old Fords!

The above photo that I'm including this month is an obvious departure from my '51 sheriff's cruiser. I've been without a pickup for a couple of years now and have been keeping my eyes out for a late model used one. I wanted to stay with Ford (didn't want a Japanese product) but I also didn't need a big F-150. It won't be a primary vehicle. This little 2011 Ranger XLT Super Cab, 4-door, 4x4, was just perfect – low mileage, clean, tight, and drives like a new one with a strong 4.0-liter V-6. I don't understand why Ford stopped production of the Ranger, as the demand is still high for these smaller trucks. But you can bet it's all in the bottom dollar and where Ford saw the market was going.

But enough about the new iron, it's now time to turn our attention to getting the older ones ready for a season of "showin' and goin'." We have ample opportunity to do both this month, as we have our Annual Poker Run on May 3 and the City of Fairfax Antique Car Show on May 17 that we co-sponsor.

And in the spirit of maintaining our vehicles and getting them ready for the driving season, **Cliff Green** provided a most appropriate and timely program at our April membership meeting. The subject was "All About the Cooling System," and Cliff provided many great tips in getting ready for the season. See the write-up of Cliff's program elsewhere in this issue.

**John Sweet, Keith Randall, Jim LaBaugh, and Gay Harrington** have put a lot of effort into laying out this year's poker run, and they assure me it's going to be a great one. The driving (either V-8 or other vehicle of your choice) part's always fun of course, but it's also fun for the non-drivers as they both help navigate and also try to find all the hidden landmarks that are part of the accompanying landmark scavenger hunt. Some of them are very challenging, and at a previous poker run I saw several vehicles "circling back" prior to a checkpoint to find landmarks they'd missed. Don't forget, it's this weekend, May 3. Don't miss it!

Planning for the Fairfax Antique Car Show is also coming along nicely. **Dave Westrate** does practically all the heavy lifting for this show, which we co-sponsor with the City of Fairfax each year. While it is co-sponsored with the City, Dave is the man who gets it all done. This is always a fun show, as it is open to antiques, classics, modifieds, and hotrods 25 years or older. It starts at 10:00, and you get to see a wonderful variety of beautiful oldies – a little bit of everything. Over 20 trophies will be awarded, and there will be a live Bluegrass band and food. The Fire Department's public education trailer will also be there. At 1:00 pm, see the "pile of parts" Model-T Ford reassembled in 15 minutes (and driven off).

I'd like to throw out a special thank you to **Cliff Green** for the extra effort he went to in preparing our April program on cooling systems. These technical programs don't put themselves together, and Cliff does a lot of research in both getting the information and in finding the visuals and photos for the slide show he puts together. Great job, Cliff, thank you.

*Jim*

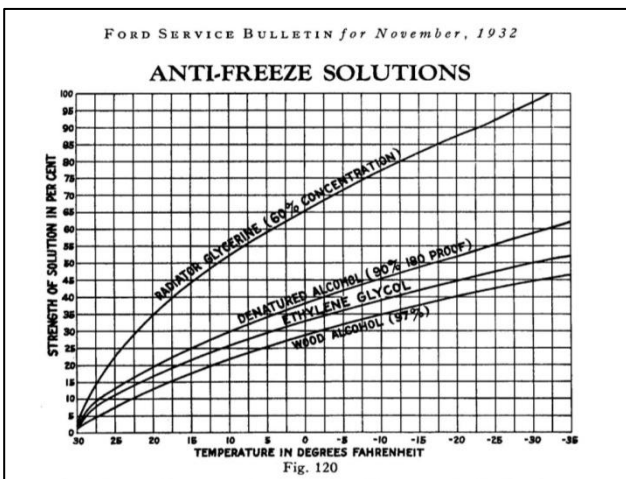
Jim "High Sheriff" McDaniel



Cliff came well equipped with lots of “show and tell” items including a genuine one gallon Ford Anti-Freeze can and a variety of Ford water pumps.

Cliff traced the history of water vs. chemicals (antifreeze) for cooling. Early on, with poor roads and little winter driving, water was the coolant of choice. It has high thermal capacity, low viscosity, is non-toxic, chemically inert, and free. A disadvantage was that, by itself, it was corrosive and was subject to freezing – you needed to add water pump lubricants and rust inhibitors. Others coolants and their properties were discussed:

- Methanol (alcohol): Experienced rapid evaporation when heated in an unpressurized system; was corrosive to aluminum; is still used today as a windshield washer fluid; used with 160° thermostats.
- Glyceroline: Non-toxic; non-corrosive; had a high freezing point.
- Ethylene Glycol: Introduced mid-30s; was more “permanent”; was toxic; used with 180° thermostats.
- Universal: Organic OAT (Organic Acid Tech); extended life.



The point was made that simple water has the

highest specific heat capacity (nothing cools better than water), and that a 50/50 mix with antifreeze and water is 77 percent less efficient than 100 percent water.

Next Cliff explained how water wetters reduce surface tension and how there were several different ways to measure the freezing point: specific gravity with hydrometers; with a refractometer; using test strips; and John Girman’s ohmmeter test.

Radiator caps were discussed next with examples of pressure vs. temperature for both water and a 50/50 mix. Unpressurized water at 14.7 psi boils at 212 degrees (F). With a 4 psi pressurized cap, the pressure is increased to 18.7 psi and the boiling point increases to 222 degrees.



Next Cliff had many visuals showing the different types and styles of radiators and fan blades and discussed the various designs and materials used in their construction. The '32-'34s only had a 12-quart capacity, but by 1941 the capacity had doubled, to 24 quarts. The introduction of the six cylinder engine in 1941 complicated things: only a single outlet on the top and bottom and a different radiator capacity than the V-8 engines – 1949 Ford radiators had the following capacities (add one more quart if heater installed):

- V-8 with no heater – 21 quarts
- Six with no heater – 16 quarts

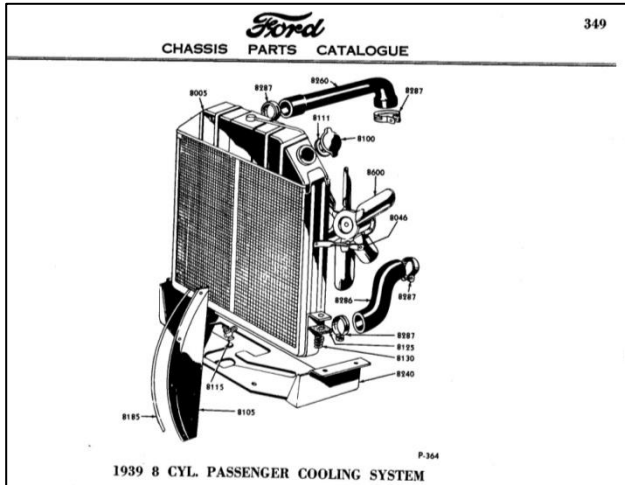
Up until 1946 the systems were unpressurized, after which they were pressurized, usually to 4 psi.

Cool continued on next page

Cool continued from previous page

Overheating issues were discussed at length with several potential causes identified:

- Mixture too lean
- Timing too advanced or retarded
- No or incorrect thermostats
- Incorrect heads
- Dragging brakes
- Clogged radiator
- Clogged block



There should be a 20° temperature drop between inlet and outlet.

Several solutions were suggested:

- Ensure tight fan belt
- Clean the block – hot tank
- Pan, panels, fins in place
- Flush and clean radiator
- Correct pressure cap
- Functioning pressure cap
- Install recovery tank
- Use water wetters
- Use “Skip’s pumps” – Larger shaft, ceramic seals, better impeller
- Install auxillary fan.

There was much to learn for those novices among us, and the awareness and knowledge level was raised for all. And... that’s the value of these technical presentations. A lot of really useful information was shared. Thank you Cliff for a great program.

## TECH TALK

### '39 Deluxe Woodie Update

By Dave Westrate

The '39 Woodie Wagon project is moving along nicely and I was recently able to overcome a challenge which I thought I would share with you.

The wagons have blocks of wood between the top of the frame and the bottom of the floor pan. They are held in place by bolts that go through the floor pan, through the block of wood, and through the top piece of the frame. We have new floor pans and new rocker panels that are all welded up and set in place on the frame and attached to the upper rear deck of the car.



The photo shows the blocks of wood set on top of the floor pan just to give you an idea of how big they are and where they go when in place under the floor pan.

The problem was how to accurately locate and drill the holes in the new floor pans because there is no point of reference when viewed from the top of the new pan. Also, you cannot drill them from the bottom, because the bottom of the frame rail blocks perpendicular access to the hole in the top of the frame rail and, therefore, the path through the block of wood and the bottom of the floor pan. I could not use a 90 degree chuck because the chuck and bit were too long to fit inside of the frame rail.

After several head scratching sessions, this is what I did. First, I removed the floor pan assembly and then bolted the wood blocks to the top of the frame rails in their exact permanent position. I then clamped a 2x4 with a milled straight edge to each running board, as shown in the picture. I then moved a square along the edge of the 2x4 until the blade was dead center over the bolt heads and drew a perpendicular line across the 2x4. (There are three bolt heads on each side). The line on the 2x4 then represented the 90 degree line from the edge of the 2x4 across the head of each bolt. I then measured the exact distance along that line from the 2x4 edge to the exact center of each bolt.....stay with me now!.....

Talk continued on next page

Talk continued from previous page



The next step was to reattach the floor pan assembly to the frame and upper rear deck. Then using the square at each reference line on the 2x4 we measured the exact distance along the perpendicular lines and marked the top of the floor pan exactly dead center over the bolt heads on the block of wood below. Each whole was in perfect position, although I admit that I drilled a small hole first to be sure I hit the bolt head dead center before I drilled the final size. It worked for me, and no Swiss cheese floor pan.

go when we arrived. Additionally, to keep the team fortified, Tom's wife Sarah had baked up some fantastic cup cakes and provided hot coffee too. With plenty of hands, opinions and supervisors the team tackled the project. After a couple of false starts, gentle persuasion, the eviction of a dead mouse and much discussion the job was complete.



Fortunately, Mr. Mouse was tucked up behind the left hood hinge rather than in the upholstery.

Tom is no stranger to early Ford V-8's. Over the years he has cared for a 1951 Ford Convertible and a 1947 Ford Super Deluxe Coupe currently owned by Bill Selley. Tom is the second owner of his current ride, the 1953 Ford Customline Fordor (50<sup>th</sup> Anniversary Edition).

## NVRG WORK PARTY

### Club Members Lend a Helping Hand

By Keith Randall

Long time club member Tom Shaw recently reached out to Dave Westrate for some assistance with installing a radiator and the associated support structure in his 1953 Ford. Dave put the word out to the club and mustered a work party to help Tom with his project. In addition to Dave, Bill Selley, Wayne Chadderton, Jim McDaniel, Ken Burns and Keith Randall answered the call.



Tom's 53 Fordor awaits a little TLC from NVRG members.

The group assembled at Tom's heated and cooled 'Car Shed' behind his home in rural Leesburg. Tom had all the parts and tools for the job ready to



This car started life as a 'family hauler' and after many years accomplishing that duty became a 'parts hauler' for the 1<sup>st</sup> owner's business. Seven years ago when Tom discovered the car it was apparent that it had lived a hard life. It was tired and worn. It had rusted dog legs and rockers, smoked and had no brakes. After getting it home, Tom and his brother did the required body and mechanical work and pulled the engine and had it rebuilt. Tom has repainted the car in its original color and is currently reworking and painting the interior window moldings.

So, once a few final details are taken care of, Tom and Sarah will be able to enjoy the open road in another fine old Ford Flathead V-8 and participate in this season's NVRG activities.

Party continued on next page



Wayne Chadderton, Tom, Bill Selley, Dave Westrate, Jim McDaniel and Ken Burns taking a break – Keith Randall took the photo.

### And Now the Rest of the Story

By Dave Westrate

Good morning Gents. Tom Shaw left me a message last night. He wants to thank you all for your effort and support to get his car on the road.

## RESTORATION ROUNDUP

### Progress on the 1938 Lincoln Zephyr Cabriolet

By Colin Spong

The 1938 LZ Convertible Coupe is now painted and standing on wheels for the first time in 40 years since it was dismantled for restoration in 1974. It is still at the paint shop for minor detailing and fitting of the doors but together with good friend John Millburn I was able to fit the restored axles (Columbia rear) that it can be moved about more easily. The wheels, brake drums and tyres are temporary as I don't want to buy the correct Firestone tyres until the car is almost complete. Once home the interesting re-assembly starts and that is when I will find out exactly what is missing. Most of the components I have restored and are sitting on the shelf together with wiring looms and the RHD firewall insulator that I made as these are not available.



## OUT & ABOUT

### Cowtown 2014

By Clem Clement

I awoke myself about halfway thru my shower. The calendar said March 23, and my watch on the bureau said: O Dark thirty. IT MUST BE COWTOWN MORNING. That made the shower go queeeekly and after a bowl of Kellogg's finest I was off to meet Dave Gunnarson at the Fairfax Station Post Office. Then we rolled through the quiet night north to South Jersey. Did I mention I am a Jersey-boy at heart and we were rolling toward home?

The Memorial Bridge was an easy climb and there before us was the flat country side otherwise known as South Jersey. A quick check of the water vapor plume coming from the two o'clock position and we knew the Salem Nuke power plant was humming just fine. Then it was thru the chicane of road choices, down the political highway, past the Friendship bar until we could see the inviting lights of the Salem County fairgrounds.

AACA used the Cowtown property for many years. It was/is mostly dirt and mud and some ramshackle sheds. For their improvement projects one year they painted some sheds and added a door to one. Mind you that was an open shed with one wall and a door in the wall. Only one building had heat. One year the owner raised the price of rental thrice times what it had been; AACA said phooey. They moved down the street about ¼ mile to where the rent was very low. Over the years they've helped Salem County with improved sheds, heat in one building and general maintenance. Amazing how that works! So "Cowtown" ain't Cowtown anymore but everyone knows the show is still called Cowtown to us locals. Meanwhile, the 40 foot tin cowboy still presides over the entrance of the old Cowtown.

We shut the Tahoe engine down at 6:41 and rushed off to the fields of finery. The sun had not yet tried to fire up. There were 867 folks ahead of us. Them Jersey boys sure get up early for car parts. Might's as well it is too early to plow. The number of vendors was down quite a bit. The first shed on the left had 2 vendors. The Model A guy and the rattle-can guy.

We did our first cruise around in 47 minutes. I spotted a homemade Model A Woody lovely piece for \$75 and a one-pass snow blower which looked like it gobble up and toss snow better than 100 men,

Cowtown continued on next

**Cowtown** continued from previous page

but alas, there was no snow to see if this was true, so there she stayed. Also a fine hand-made pickup truck wooden pencil holder, both of which we passed. I can report that the convenience was heated a little bit. This is good.



Clem ready for the next Snowmageddon.

The second pass we got some sanding supplies for Dave, grabbed the wooden pencil holder for the princely sum of one buckaroo and then shook hands with my buddies Frankie and Mike. Both were disappointed at the size of the show this year, but we did see a fine-as-wine see-more Model A coouuup priced at \$7,900 so the cost of the rust holes might get to less than a buck apiece... but I lost interest counting at 5. As I moved on, I saw a fine pile of brown suede A parts, and wisely decided to pass on those as well.

A 40 Ford modified and some other fine autos including the only early Ford V8 on the lot, a hot and low look'n 1938 Standard street rod. The selection was down some, unless you wanted Jeep pieces.



We left the fairground at 8:57 and measured the line of cars and trucks waiting to enter the meet at

1.6 miles long. Happy we were to be rolling the other direction. We skipped eggs at the famous Wagon Wheel as we needed to be home early. RTB at noon sharp as happy as if we had been to a car parts show in the chilly – but no snow-predawn time in the fields of South Jersey.

### Westminster on Friday

By Clem Clement

Jim Gray, Benny Leonard, Bruce Metcalf and I arrived at the Carroll County Ag Center a few minutes after 8 am in medium rain. There were four, I think, dealers outside in front of the hall. The one on the left as you face the dealer's row had a flat head motor for sale. He said he had several more at home. The Model T paddy wagon was out front. It is Bob Clubb's and he plans to bring it to Sully. The crowd was quite good for most of the morning, but very slim after lunch. I thought the quality of the stuff was quite varied and interesting. (The coffee and donuts were super. They had a nice spread for lunch as well). I saw a matched set of white-walled 1935 Ford spoke wheels for \$750. Rims were red. He had also been to Cowtown and Howard County. Still there on Saturday (*probably will be dragging them around for awhile – Ed.*)



Benny Leonard and Jim Gray examine a clock but it didn't interest them enough to buy it.

The hall was nearly sold out. Lots of toy cars and several tables with trains. There was a plastic radiator shell for a '32 for \$30 (sold). A hood as well which I did not price. Several guys with tables of the new working supplies (brushes, drills, clamps, etc.). In the far left corner as you enter the hall, that guy had the nitrite gloves for \$5 a box. On the table to the far right corner of the hall, a guy had a neat early electric motor. He collects these and was baiting folks, looking for more.

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We really struggled over the key cutting machine with lots of key blanks on a rack for \$100. We did not buy it. I passed on the repro Bermuda bell for \$450.

We grabbed lunch at Maggie's. It is a very popular bar and grill about 5 minutes from the grounds <http://www.maggieswestminster.com>. It was tough to enjoy a wonderful cup of crab soup and a chicken cheese steak with no cheese it, no beer and the buffalo girl hanging out with us. I suffered in silence.

### Westminster AACA Show on Saturday

By Dave Gunnarson

It was a dark and stormy night, well maybe not night, and maybe not too stormy, but six intrepid NVRGers met in the wet Saturday morning at Fair Oaks for the annual trip to the AACA Sugarloaf Regional car flea market, now located in Westminster, Maryland, to kick off the start of the car season. One sleepy head, who will remain anonymous, delayed the scheduled departure for a few minutes, but we were soon on our way and in just about an hour later we marched into the building and got busy. Along for the ride in my van were Hank Dubois, Ken Burns, Keith Randall, Bill Selley and Frankie Martin.

It was a good thing that the entire meet was indoors as the mist got heavier and heavier. Even though there was a roof, and the building was only 11 years old, a few leaks created some havoc, especially for one unhappy paper literature dealer who had a few boxes to dry out.



This large-scale model looks like a 1951 Mercury except for the roof which bore a striking resemblance to the hardtop roof on a 1956 Continental Mark II. Wonder what the story behind it is.

It seemed like everyone found at least one trinket to buy and there was a tie in the hunt for the coolest item discovered and taken home. The team of Eric Sumner and Mark Luposello snared a rare and early V8-60 Edelbrock Super Dual intake manifold with block lettering (is this how Ken Gross started?)

which came with two mis-matched carbs - a Holly 21-29 which is a one year only for '42 Ford/Mercury and a more common Holly 91-99 for '39-'41 Ford/Mercury. Another great score was taken home by Keith Randall: a very interesting and rare 1938 Ford Dealer Showroom Album which has some transparent pages to show prospects how the car was built.



And the winners were....

We departed at 11 after thoroughly seeing all the displays and were safely back at Fair Oaks by 12:30. Also seen at the show on Saturday were Steve Groves and Wayne and Jane Chadderton.

### A Bucket List Item Gets Scratched Off

By Ken Burns

You know how sometimes things just work out even though you hadn't really planned it that way? In late March Helen and I started thinking about a trip to California to see our son Chris, his wife Tish, seven year old granddaughter Audrey and one year old grandson Brady. I sent Chris an email asking when would be a good time to head on out for a visit. We quickly got a call from Chris asking "Can you come in a couple of weeks when Audrey has her Spring Break?" Of course! Chris and Tish would have a couple of built-in baby sitters during Audrey's Spring Break and would save a bunch of \$\$\$ on child care. Best of all, Helen would get some quality time face time with the grandkids. What could be better? Well, a quick check of *Woodie Times* showed that the Doheny Wood show would be held the second weekend we were there. An added and unexpected bonus. Ah, but the fly in the ointment was that Audrey has soccer games on Saturday. The planets aligned perfectly - Audrey's soccer game on the Saturday in question was scheduled for 9:00 am and

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since she's playing in an Under-Ten youth league the games are fairly short. Chris and Tish had a bunch of Saturday errands to run after the game and told us head off to Dana Point and the Woodie meet at Doheny State Beach while they ran their errands. A quick spin down "The Five," as they say out there, and we were in Dana Point.



Of course the welcome sign was made out of wood. Who would have expected anything less?

A number of years ago we attended Wavecrest, the largest Woodie meet in the world. Doheny isn't quite as large as Wavecrest but it comes close. There were probably 200+ Woodies lined up in the parking lot – half with sand and the Pacific Ocean as a backdrop and the other half with the cliffs overlooking the ocean as their backdrop. The line-up stretched for maybe a third of a mile along the beautiful beach wedged between the ocean and the scenic Pacific Coast Highway just in front of the cliffs.



The view from the beach behind the Woodies is breath-taking with Dana Point on the horizon.

Most of us have stock or nearly stock early Fords, Mercurys and Lincolns and drive them fairly regularly. Many of the Woodies at Doheny are driven

A LOT and are modified to safely keep up with traffic on the California freeways (think small block V-8s, radials, disc brakes, IFS, A/C, etc.)



Look closely and you can see the blower under the hood of this extensively modified '51 Ford.

Another big difference is that the condition of the Woodies ranged from pristine to "barn fresh."



This extremely rare 1942 Mercury (only 897 produced vice 5,936 Fords) fits the pristine category while...



this '51 definitely is in the "barn fresh" category.

Professional varnish jobs are also currently "in." The gloss and smoothness of the varnish on many Woodies rivals their custom paint jobs. Individual displays are another popular item – a tribute to a fallen Marine Lance Corporal was beside one car, beside another was a large poster board chronicling a 38 day, 11 state, 2013 summer road trip by a couple in their flathead powered '50 Ford Woodie

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towing a 1947 Kenskill teardrop trailer.



This '48 Ford's varnish shines as much as the black paint.



A tribute to Marine Lance Corporal Matthew Rodriguez, who was killed in Helmand Province Afghanistan on December 11, 2013, adorn this Woodie. The white flag pole adjacent to the right front fender flies the US and USMC flags.



The owner of this shoebox Woodie took a road trip this past summer that nearly rivaled the V-8s Across America Tour.

Although the vast majority of Woodies on display were Fords and Mercurys there were still some other manufacturers represented. I don't recall any stock Stovebolts there, but there was a great looking 1939 Plymouth Woodie with a highly polished vintage Evinrude outboard motor mounted on a custom made engine stand.



There are 2 horizontal, polished stainless steel accent strips embedded in the waistline molding on this 1939 Plymouth Woodie. I have seen contrasting wood inserts used on Mopar Woodies but never stainless before.

A big surprise was seeing a half dozen Morris Minor "wood-framed estate wagons" at Doheny. Nick Arrington would have been in heaven! The Morris Minor is not the same as the original Morris Mini, the retro version of which is so popular today. The Minor predates the Mini and was built in various versions from 1948 to the early Seventies.



This is a what a stock Morris Minor Woodie looks like...



and this Woodie started life as a Morris Minor 4 door "saloon." Obviously, the nomenclature means something entirely different in the UK than here.

If I had to pick a favorite Woodie, it would be a "barn fresh" 1939 Ford Standard that was originally  
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**Out** continued from previous page owned by the Standard Oil Company in Southern California. This was truly a Rouge car – the paint was shot and the windshield molding had turned hard as a rock but the wood was in amazingly good condition albeit very dark.



1934 Standard Five Window Coupe, restored



1950 Fire Truck with 5,000 miles

If you're ever in Southern California on the second Saturday in April and looking for a car show, this is the place to be.

**WELCOME TO THE CLUB**

**Norman Heathcote**  
Owings Mills, MD  
[vvomilc@hotmail.com](mailto:vvomilc@hotmail.com)



1950 Coupe driver

**VAVLE CLATTER ARCHIVES UPDATE**

*By Dave Gunnarson*

Thanks to everyone who loaned their Valve Clatter issues for scanning. The project is well underway but there still remain a few older Valve Clatter issues needed to complete the on-line archive. If you have any of these issues, please send them to me and I will have them scanned and returned to you.

Missing Valve Clatter Issues:

- 1978: August
- 1979: July, August, September
- 1980: February, March
- 1981: April, May, July
- 1982: January, February, March, October
- 1983: February, May, July, August, October, November
- 1988: February
- 1989: May, October, November, December
- 1990: February, May, August, September, November
- 1991: January, May, July, September, November, December
- 1995: January, February, April, June, July



# Father's Day Car Show

at

Sully Historic Site

in

Chantilly, Virginia

**Sunday, June 15, 2014**

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



## 2014 EASTERN NATIONAL MEET

Gettysburg, PA.

National Capital Regional Grp. #36

Early Ford V-8 Club of America

June 23-26, 2014



Home

Welcome

Registration

Host Hotel

Alternate Hotel

Transportation

Itinerary

Tours

Welcome Party

Ice Cream Social

Banquet

Concourse

Seminars & History Room

Contacts

"CELEBRATE AMERICA IN YOUR FORD V-8"



[Make a Hotel Reservation](#)



75th Anniversary of the '39 Ford



Don't miss the fun - register today!



## Vehicle Registration Form

Saturday May 17, 2014

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

Vehicle #1 Make \_\_\_\_\_

Year \_\_\_\_\_

Body Style \_\_\_\_\_

Vehicle #2 Make \_\_\_\_\_

Year \_\_\_\_\_

Body Style \_\_\_\_\_

**Pre-registration Deadline: May 9, 2014**

**VEHICLES: \$10.00, Advance • \$15.00, At Gate**

**First 150 Pre-registrations Guarantees Dash Plaque**

**Make Checks Payable to:**

**Northern Virginia Regional Group EFV-8**

**Send Registration to:**

**Don Lombard**

**9505 Oak Stream Court**

**Fairfax Station, VA 22039**



**ALL VEHICLES MUST BE ON DISPLAY FIELD BY 11 A.M. RAIN OR SHINE**  
**For more information: [www.nvrg.org](http://www.nvrg.org) or email: [info@nvrg.org](mailto:info@nvrg.org)**

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



**For Sale** – 1948 Mercury 4-door Sedan. Rebuilt flathead V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinished. \$7,500.00 Nego. Extra parts and trim available. Also two 1934 17" Wire Spoke Wheels with Firestone Knobby Tires 525-550x17 \$75.00. **Harry Foor** – Western Maryland, 301-689-9184, [hwfoor@verizon.net](mailto:hwfoor@verizon.net) 5/14



**For Sale** – 1946 Ford Super Deluxe Convertible. All original except headers on the 59AB engine, dual exhaust. Very nice black paint, nice leatherette, matching interior. New Carpet, new trunk mat. Good Tires, wide whites. New battery, six volt. Van Ramey 703-620-2324 – [rjramey@cox.net](mailto:rjramey@cox.net) 5/14



**For Sale** – 1940 Ford Deluxe Tudor Sedan. Reliable driver. Original except for 12v electrical system including electric wipers, turn signals, high torque starter and PowerGen. Fresh engine, clutch, and transmission. New dual exhaust system. Brakes redone as well as steering. The body is original and in original paint except for some touch-ups. LeBaron Bonney interior including headliner. Low mileage 600 x 16 Cokers. All exterior trim, chrome and bumpers, running board covers, replaced with Drake repros. Dash is refinished as original. \$20K OBO. **Bill Tindall** 804-818-3595 (H) or cell 804-972-9570 or [earlyfordguy@yahoo.com](mailto:earlyfordguy@yahoo.com) 12/13



**For Sale** – 1940 Ford Deluxe Coupe. All original metal, 34,050 original miles, 1,375 since restoration. Mandarin Maroon, whitewalls, all wheel rings, radio and heater, skirts, headers, duals. Always a trophy winner. \$49,000. **Jerry Bowie** 540-687-6610, 540-295-0644 or [Coachnuts@earthlink.net](mailto: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 F1 Panel Truck – All original survivor. Needs body work and paint but no large dents or structural problems. Much mechanical work already completed. Many extra parts. I'm asking below average \$9,600 but will consider a sincere, reasonable offer. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630 – 540-635-6865 (P) or 703-408-8372 (C) 11/10



**Wanted** – For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – [Jeberly4@comcast.net](mailto:Jeberly4@comcast.net)



**Wanted** – Anybody got a decent '35 Ford horn they want to sell? I have a decent can - the guts are beyond rebuilding. – **Nick Arrington** [nta1153@verizon.net](mailto:nta1153@verizon.net) or 703-966-8422

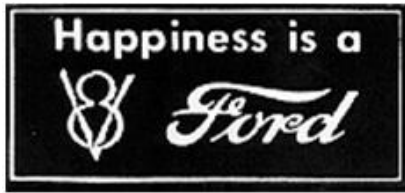


**Wanted** – 1938 Ford sedan delivery. Nice original; older restoration or project with decent sheet metal. **Bill Potter** 301-466-2610 (C), Thanks. 03/12



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





# NVRG Calendar



<u>May</u>	
3	<b>Annual NVRG Poker Run</b> – Kick off the touring season by joining us on the Poker Run – mark your calendars for the start of the touring season.
10	<b>Shenandoah Region Apple Blossom Car Meet</b> – Winchester, VA. <b>Info:</b> Duane Catlett 540-869-6668
13	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Tentative Program:</b> we'll learn about the <a href="#">Historic Vehicle Association</a> from Casey Maxon and "Why this Car Matters." <b>Refreshments:</b> Leo Cummings
17	<b>NVRG/City of Fairfax Car Show</b> – open to <b>all</b> vehicles 25 years and older. To volunteer to help contact Dave Westrate <a href="mailto:dlwbaw@aol.com">dlwbaw@aol.com</a> or (703) 620-9597. Avoid the rush - fill out your registration form on page 13 and send it back to Don Lombard ASAP.
19	<b>Caffeine Double Clutch Breakfast</b> – 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. <b>Contact</b> Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> if you plan to attend.
27	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
31	<b>Private NVRG tour</b> of Bob Rosenthal's eclectic car collection of Woodies (22 of them!), classics and street rods in Alexandria. Caravan leaves Fair Oaks at 9:00 or meet us at <a href="#">6013 Farrington Ave.</a> , Alexandria, VA 22304 at 10:00. Lunch to follow. Sign up at our May meeting or contact Hank Dubois ( <a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a> or (703) 476-6919) to let him know you'll be attending.
27	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>June</u>	
10	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Annual Ice Cream Social and Silent Auction. <b>Refreshments:</b> Joe Freund and John Sweet
15	<b>Annual Father's Day Car show</b> at Sully plantation. See page 12 for more info.
23-26	<b>Eastern National Meet</b> , Gettysburg, PA. Contact Bill Simons ( <a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a> ) to assist with the Operational Check. See page 12.
TBD	<b>Caffeine Double Clutch Breakfast</b> – 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. <b>Contact</b> Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> if you plan to attend.
24	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
24	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>July</u>	
8	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> 2014 Eastern National Meet in Review – <b>Refreshments:</b> Wayne Chadderton
19	<b>Annual NVRG Picnic</b> – join us for another great day in the country – Art and Sarah Zimmeri's farm – Ammissville, VA. More details to follow.
TBD	<b>Caffeine Double Clutch Breakfast</b> – 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. <b>Contact</b> Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> if you plan to attend.
29	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
29	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



- ✚ August – [Central National Meet](#), Springfield, IL
- ✚ September – Drive-In Movie Night, Stevens City, VA
- ✚ October – What else but Hershey?
- ✚ October – NVRG Annual Fall Tour



**2014 Board of Directors**  
**NORTHERN VIRGINIA REGIONAL GROUP**



<b>President: Jim McDaniel - 703-569-6699</b>					
Vice President	<b>Bill Simons</b>	703-536-3648	Tours – Team Lead	<b>Hank Dubois</b>	703-476-6919
Secretary	<b>John Ryan</b>	703-281-9686	Tours – Member	<b>Art Zimmerli</b>	703-323-1774
Treasurer	<b>Wayne Chadderton</b>	703-435-1142	Tours – Member	<b>Bill Simons</b>	703-536-3648
Membership	<b>Dave Gunnarson</b>	703-425-7708	Property/Refreshments	<b>Mark Luposello</b>	703-356-3764
Programs – Team Lead	<b>Joe Freund</b>	703-281-6282	Historian	<b>Don Lombard</b>	703-690-7971
Programs – Member	<b>Eric Sumner</b>	703-860-1916	Webmaster	<b>Cliff Green</b>	703-426-2662
Programs - Member	<b>John Sweet</b>	703-430-5770	Newsletter (Valve Clatter)	<b>Ken Burns</b>	703-978-5939
Fairfax Show	<b>Dave Westrate</b>	703-620-9597	Sunshine Committee	<b>Keith Randall</b>	703-620-9597

**May Program: Historic Vehicle Association – Why This Car Matters**

Mark your calendar! The May Meeting is on Tuesday, May 13<sup>th</sup> at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



**FIRST CLASS MAIL**

Regional Group 96  
Early Ford V8 Club  
Post Office Box 1195  
Vienna, Virginia, 2218