

Northern
Virginia
Regional
Group



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



*Northern Virginia Regional Group #96
Chartered December 11, 1977*

Volume XXXVII, No. 1

January 2015

Ken Burns - Editor

THE END OF AN ERA

Our Last Gala at the Country Club of Fairfax

By Jim LaBaugh; Photos by Editor



The Green's occupy center stage after hosting our Holiday Gala at the Country Club of Fairfax for the past 17 years.

The skirl of bagpipes played by Jim McDaniel greeted the Flathead Ford attendees of the 2014 Holiday Gala at the Country Club of Fairfax as they entered the door. This was the 17th year the club has assembled at this wonderful setting, courtesy of Sandra and Cliff Green. Greetings and reminiscences of V-8 events of the past year were exchanged as each new arrival joined the crowd. As people circulated around the tables the festive nature of the season was reflected in the beautiful centerpieces furnished by Sandra Green in collaboration with Sarah Gunnarson, and the main lighted display on the side table of presents featuring a '46 woodie with a roof rack full of gifts, set up by Cliff Green.

As the cocktail hour drew to a close, the dinner chimes sounded, and as everyone took a seat, Jim McDaniel entered in his Highland finery and played *Amazing Grace* on the pipes as a special gift to Sandra Green after learning that it was her favorite. President McDaniel then thanked the Green's for making the arrange-

Gala continued on page 3

Up Front with the President



January 2015

Of course, I must start off 2015 with a hearty and heartfelt Happy New Year! This past year has been a great one for the Club as we achieved our highest membership numbers in our history under the steady hand of our Membership Chairman, **Dave Gunnarson**. It's also been a great year for enjoying our old Fords, getting them out on the road, and enjoying that sweet flathead V-8 sound. I simply find this Club amazing and, to highlight the talent, enthusiasm, and participation of our members, I thought I'd provide a very abbreviated rundown of our activities in 2014. I may miss an item or two, but you'll get the idea.

January started out with our tour of the historic sections of the Ronald Reagan Washington National Airport under the able guidance of **Paul Malandrino**; followed by **Clem and Sandy Clement's** Train and Old Car Day; our annual NVRG Poker Run; our annual City of Fairfax Antique car show headed up once again by **Dave Westrate**, a garage tour to **Bob Rosenthal's** fantastic collection of antique automobiles, especially his extensive Woodie collection; the Early Ford Eastern National Meet in Gettysburg, PA with **Bill Simons** organizing and leading our Operational Check Station; our annual NVRG Picnic on **Art Zimmerli's** lovely grounds in Amissville, VA; our overnight tour and Drive-In Movie Night at the Family Drive-In in Stephens City, VA; a garage tour to **Bill Lightfoot's** amazing car collection, organized by **Hank Dubois**; Clifton, VA's annual Labor Day Car Show; a tour to support the Armed Forces Retirement Home car show; "What Else But HERSHEY!;" a four-day Fall Memorial Tour to Natural Bridge and the southern Shenandoah Valley, put together by **Don Lombard** and **Bill Simons**; a garage/hangar/farm/airstrip tour to **Don Rhynald's** grass airstrip in Bealeton, VA; and capping off the year with our Annual NVRG Holiday Gala at the Country Club of Fairfax, hosted again by **Cliff & Sandra Green**.

Tuesday membership meeting programs started the year with a photo slide presentation of the "V8 Ford Grand Tour Across America" to Lake Tahoe and the EFV8CA's 50th meeting and show by **Bill and Liz Simons**, **Bill Selley**, and my wife **Char and me**; **Clem Clement's** train talk was next; then the Death and Rebirth of the Lincoln by **John Sweet**; All About Our Cooling Systems by **Cliff Green**; a presentation on the Historic Vehicle Association by **Casey Maxon**; an eye-opening antique car insurance presentation by **Bill Simons**; our annual Ice Cream Social (with fixins' by **Dave and Sarah Gunnarson**) and our first NVRG Auction by **Nick Arrington** and **Ray Lambert**; a photo review of the Eastern National Meet by a whole bunch of us; a review of the 1939 Fords, Mercurys, and Lincolns by **Dave Westrate**, **John Sweet**, and **Dave Gunnarson**; the "Bonneville Experience" by **Warren Barbee**, with **Bill Lightfoot** and **Steve Pieper**; and Ford Trucks and Commercial Cars by **Dave Gunnarson**.

What talent we have in this Club – plus this award-winning newsletter, the Valve Clatter, by **Ken Burns!** One additional item we've started participating in this past year, in conjunction with the Model-A Club, is the "Caffeine Double Clutch Breakfast" held each month at the Fair Oaks Silver Diner at 9:30. Come out and join us.

We start off 2015's meeting programs with a very instructional and interesting technical session on the Columbia two-speed axle assembly. **Cliff Green** and **Hank Dubois** will assist **Mel Herwald** assemble his axle for his '46 Ford Convertible. See the details elsewhere in this issue. I'll stop now with a huge THANK YOU to our 2014 and 2015 Board of Directors. They are wonderful! See the last page for who's serving in what position.

Jim

Jim "High Sheriff" McDaniel

Gala continued from front page

ments for the event, also noting it would be the last time the club would be at this spectacular venue for the holiday gathering as the Greens have completed their tour at the CC.



Jim McDaniel plays *Amazing Grace* for Sandra Green. Folks in the picture include Jane Chadderton (left foreground), Steve Groves, Jim & Kathy Nice and Paul Maladrino (table in background) and Shelley & John Sweet and Keith Randall at the table to the right.

New members and/or first time attendees attending were introduced and each welcomed with a round of applause. Dave Westrate delivered a very thoughtful invocation and one and all settled in to enjoy the great food that is a hallmark of the Country Club.



Dave & Barbara Westrate, Debbie & Chris Findlay, Steve and Stephanie Zimmerli, Sarah and Art Zimmerli, and Eric and Nancy Sumner anxiously await the gift exchange.

When the wait staff began their rounds of offering coffee and tea to go with the desert course, John Sweet and Joe Freund moved to the center of the room by the table overflowing with gifts participants brought to exchange. During the course of John's explanation of the gift exchange rules, he was ably assisted by the entire assembly when he was headed toward the ditch as a result of trying to ad lib his way through the various twists and turns of the rules. Each person bringing a gift had been given a ticket and when their number was called picked a gift, unwrapped it, and displayed it to one and all. They then had the choice of exchanging what they had

opened for a previously opened item.



Joe Freund reads off a number as John Sweet waits for the lucky recipient to come forward and claim a gift. At the table are Sarah Freund, Kathy (hidden behind Sarah) & Nick Arrington, Diane & Steve Groves and Jim and Kathy Nice.

As the gifts were opened, John and Joe managed to keep things moving along at a good pace with comments and quips that had echos of Hope and Crosby on the road to the nearest silver screen. The variety of presents exchanged each year, appealing to both those most comfortable working with grease and steel, as well as those more comfortable in riding the V-8 Chariots than tending to the horses, makes this a memorable event. This year was no exception. Many items changed hands multiple times - no limit on the number of exchanges. At the gift exchange finale, just when it appeared the dust had settled on present pilgrimages, John Sweet reminder everyone that the person who's number had been called first in the end also had the chance to make a final exchange. Ken Burns was that person. Thereby he was able to claim something that, through the whirlwind of exchanges, had briefly been in his possession earlier in the evening - a 15 year old bottle of Pinch anti-freeze produced in Scotland. In the end, each table was given an envelope of numbers, from which each of the 10 people around the table picked a number at random. All those with the same number as that drawn by the hostess were the lucky recipients of the table centerpieces that had graced the 5 tables in the room.

With the room reverberating from best wishes at parting, after thanking the Greens again for making this all possible, President McDaniel herded everyone to the grand foyer of the Club for a group picture around the tree.

It was a fitting conclusion to another enjoyable Northern Virginia Early Ford V8 gathering and a

Gala continued on next page

Gala continued from previous page
wonderful year of monthly meetings and tours.

CELEBRATING 75 YEARS OF THE 1940 FORDS

A Foot in Two Worlds

By Editor

Back in 1963 when the Early Ford V-8 Club of America was incorporated the earth was still flat and the Club only recognized Fords and Mercurys built between 1932 and 1940. The 1940 model year cars seemed like a logical place to cut things off; they were still built on the 112 inch wheelbase used since 1933 with the introduction of the Model 40 (the 1941s and later used a 114 inch wheel base) and the 1940 models used the same basic body styling first used in 1937 when the all steel turret roof was introduced in Ford closed cars.



An early clay model of a 1940 Ford Deluxe Fordor in the design studio begins to show some recognizable 1940 front end styling cues: the pinched hood, sharply pointed grille with body color auxiliary side grills and sealed beam headlights.

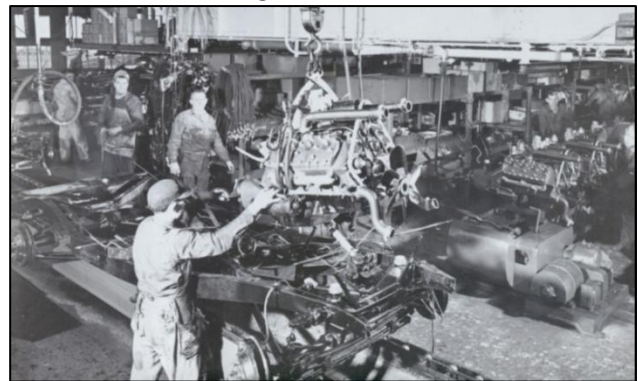


This Fordor may be the same clay mockup as above but is more likely a prototype since it carries 1937 Michigan license plates showing just how long it took to design, prototype and manufacture these cars.

The bodies in the two pictures above still use the '37-'39 bottom opening windshield with wipers

mounted above. In the top picture above it's impossible to tell if disk wheels were contemplated at this point in the design process but by the time the second photo was taken there's clear evidence on the right front wheel of '40 style hubcaps. The coupe in the background of the top picture already has the iconic chevron tail lights that help define the 1940 Ford.

Although Ford stuck with basically a four year old design for 1940, many changes had been incorporated over the years since 1937: in 1938 the 24 stud, 85 horsepower V-8 became the standard "big" V-8 while the 60 horsepower V-8 remained the "economy" engine through the 1940 model year. Also in 1938 stainless trim took the place of paint stripes on the body; and 1939 saw Ford finally go to hydraulic brakes several years after its competitors had. The 1940 models continued the practice of updating the basic vehicle design: the big safety change in 1940 was the introduction of sealed beam headlights and a conventional dash mounted headlight switch that replaced the center of the steering wheel system that had been kicking around since before the introduction of the Model A. The two brush generator/regulator electrical system from 1939 was now used in both the Deluxe and Standard models. Wheels of traditional 5 bolt disk design replaced the wide bolt pattern used since 1936. Passenger comfort was improved by replacing the traditional floor shift transmission with a column mounted remote shift unit in a bid to allow three passengers to ride in the front seat. The windshield was now fixed in place and ventilation was improved and quieted by the introduction of swing out front door vent windows. In a bid to increase passenger space and comfort in the 1940 Station Wagons the front seat was now adjustable while the spare tire was moved from the backside of the seat behind the driver to the rear tailgate.



A 1940 chassis gets its engine and transmission.

1940 continued on next page

1940 continued from previous page

The 1940 Ford Motor Company offerings changed across all 3 vehicle lines: Ford and Mercury increased the number of body/trim lines available while Lincoln finally shut down the K production line.

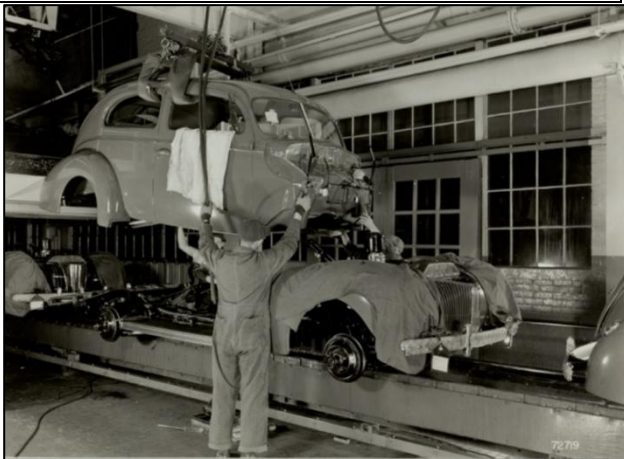
Ford Offerings	1939	1940
Deluxe Convertible Sedan	Yes	NO
Deluxe Convertible Coupe	Yes	Yes
Deluxe 5 Window Coupe	Yes	Yes
Deluxe Business Coupe	NO	Yes
Deluxe Tudor Sedan	Yes	Yes
Deluxe Fordor Sedan	Yes	Yes
Deluxe Station Wagon*	Yes	Yes
Standard 5 Window Coupe	Yes	Yes
Standard Business Coupe	NO	Yes
Standard Tudor Sedan	Yes	Yes
Standard Fordor Sedan	Yes	Yes
Standard Station Wagon*	Yes	Yes

* Considered commercial vehicles until 1941



Hoods being installed on 1940 Mercurys. You can see the raised hoods on the cars in front of the Convertible. Ford and Mercury Convertible bodies were built at the Lincoln plant and then delivered to the Ford or Mercury assembly line.

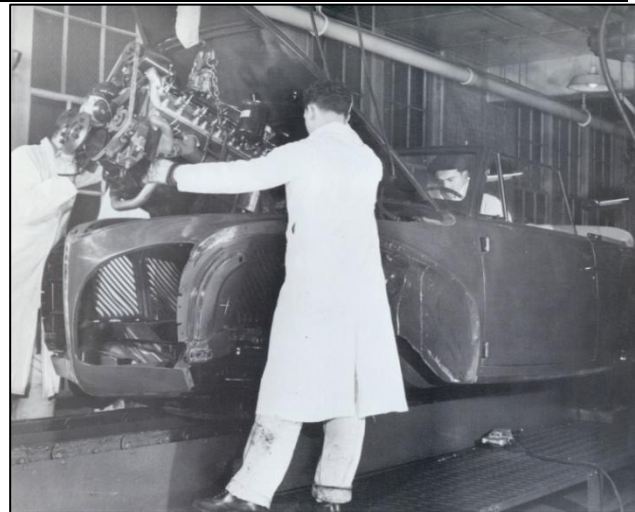
Lincoln Offerings	1939	1940
Lincoln K Factory Bodied Cars	Yes	NO
Lincoln K Chassis Only	Yes	NO
Zephyr Sedan	Yes	Yes
Zephyr Coupe Sedan	Yes	Yes
Zephyr Coupe	Yes	Yes
Zephyr Town Limousine	Yes	Yes
Zephyr Convertible Sedan	Yes	NO
Zephyr Convertible Coupe	Yes	Yes
Lincoln Continental Cabriolet	NO	Yes
Lincoln Continental Coupe	NO	Yes



1940 Standard Tudor gets its body on November 21, 1939.



Front fenders are bolt up to this 1940 Deluxe Tudor right after the body drop.



A 1940 Lincoln Continental Cabriolet has its engine dropped in place.

FALL MEMORIAL TOUR CONTINUED

Historic Lexington and Rosen's Garage

By Editor; photos by Jim McDaniel

Saturday started out as the perfect Fall day and it just kept getting better – cool and crisp with some fog laying in the low lying valleys but with plenty of sunshine that quickly warmed the air and dried the dew that covered our cars.

Tour continued on next page

Mercury Offerings	1939	1940
Sedan Coupe	Yes	Yes
Sport Convertible	Yes	Yes
Convertible Sedan	NO	Yes
Town Sedan	Yes	Yes
Sedan	Yes	Yes

Tour continued from previous page



The view from our hotel on Saturday morning looking across Route 11 with the Natural Bridge Visitor Center in the foreground and a fog-cloaked valley behind it.

On Saturday we opted for a more casual venue for breakfast – the Pink Cadillac Diner, a 1950's themed diner where everyone was addressed as “honey,” “sweetie,” or “dear.”



Susan Randall, Helen Burns, Keith Randall, Tina Lombard, Liz and Bill Simons are ready for a day in Lexington after a hearty breakfast in the Pink Cadillac Diner.

Our Saturday agenda was to visit historic Lexington and then return and see the Natural Bridge. After a short drive north on Route 11 we arrived at the Visitors' Center in Lexington, parked behind it, went inside for a comfort stop, collected walking tour maps and set out to see the sights. Once again

it was a special treat to have Clint and Barb Johnson along. As we wandered along the quaint streets of Lexington, Clint pointed out all sorts of historic and interesting sights. While walking along East Washington Street we stopped briefly in front of the Stonewall Jackson House. Clint explained that it is the only house that General Jackson ever owned; from 1959 to 1961 while he taught at the Virginia Military Academy (VMI). A graduate of the US Military Academy in 1946, Jackson fought in the Mexican-American War and served in the US Army until 1851 when he accepted a newly created teaching position at VMI. With the outbreak of the Civil War in 1861 Jackson joined the Confederate Army and never returned to his home before his death in May, 1863.



Our group in front of the Stonewall Jackson house in Lexington.

We continued along East Washington Street and then West Washington Street as we crossed Main Street. Our next stop was at the R. E. Lee Memorial Episcopal Church on the edge of the Washington and Lee University campus.



Clint explains the history of the R. E. Lee Memorial Episcopal Church: that it was originally named the Grace Episcopal Church; was the church where Robert E. Lee worshipped when he was President of Washington and Lee University; was renamed in honor of Lee after his death and should not be confused with the R. E. Lee Memorial Chapel on the Washington and Lee campus where Lee's sarcophagus is located.

Tour continued on next page

Tour continued from previous page

We next entered the Washington and Lee campus and strolled among the many stately red brick buildings, stopped for a photo op in front of the statue dedicated to Cyrus McCormick of mechanical reaper fame (he was born and raised in the Shenandoah Valley before moving to Chicago and founding International Harvester Company) and then visited the Lee Memorial Chapel. We learned from Clint that the University had two different names before changing its name to Washington Academy and then Washington College in 1813. The name change honors George Washington who, in 1796, endowed the struggling college with a gift of stock. In 1865 General Lee became President and served in that capacity until his death in 1870. Shortly after Lee's death, the school honored him by changing its name to Washington and Lee University.



The house where General Lee lived during his tenure at Washington and Lee. General Lee kept his horse, Traveler, in the stable next to the house.

In 1867, two years after becoming the President of Washington College, General Lee directed that a chapel be built on the campus which would serve as the center of the college's of spiritual and academic life. It was completed in time for the 1868 graduation exercises to be held in it. The lower level of the chapel housed Lee's office, that of the college treasurer as well as the YMCA (student union).



Lee's sarcophagus on the main floor of the chapel.



Keith Randall, Leo & Kathy Cummings, random tourist, Bill Simons, Helen & Ken Burns, Susan Randall, another random tourist, Barb Johnson, Tina Lombard, third random tourist and Clint Johnson listen while a student guide describes the sarcophagus.

Leaving the chapel we made the obligatory stop in the lower level museum/gift shop before exiting and pausing briefly at Traveler's grave site where tradition holds that you should leave a nickel donation, but that it should be placed face down rather than having Lincoln's image visible.

From the Washington and Lee campus we walked a short distance to the adjacent Virginia Military Institute (VMI) for our last stop on Clint's guided tour.



Our view entering the VMI campus as we leave the Washington and Lee campus. The construction of the "Old Barracks" building was begun on July 4, 1851, with the laying of the cornerstone. Construction was stopped in 1861 with the outbreak of the Civil War. The unfinished building was burned by Union General David Hunter during the Valley Campaign of 1864. It was rebuilt in 1866-69 following the end of the Civil War.

As some of you know from our Fall Tour several years ago when we visited the New Market Battle Field and Museum, 257 VMI Cadets fought in the battle and suffered 10 killed and 45 wounded. The youngest cadet present on the battlefield was 15 years old and the oldest was 25. Confederate Major General John C. Breckenridge had requested the VMI Commandant send the cadets to his command as it prepared to stop Union forces as they moved up (Southward) the Valley toward Staunton in May 1864. When it appeared that the Confederate line

Tour continued on next page

Tour continued from previous page

would be breached by Union Forces during the Battle of New Market, General Breckenridge reluctantly order the cadets into the line of battle saying “Put the boys in, and may God forgive me for the order.”

There’s a memorial on the VMI campus to honor the cadets who died at New Market. The memorial, in front of the Nichols Engineering Hall, consists of a statue called “Virginia Mourning Her Dead” mounted on a granite base with a bronze plaque listing the names of the ten dead cadets.



Clint in front of the Battle of New Market memorial.



Clint points to the name of a relative of his: Cadet Alva C. Hartsfield of Wake County, North Carolina, who was wounded at the battle of New Market on May 15, 1864 and died on June 26, 1864 in Petersburg, Virginia.

From there we wandered about the campus, chatted with several cadets and their “Rats” (first year students), watched cadets drill, visited several more buildings, and watched VMI athletic teams.

Following our tour of VMI we headed back to the Natural Bridge Hotel. Some folks toured the bridge in the daytime some watched the evening light show and some did both. No matter how/when we saw the Natural Bridge we were all equally impressed by its breathtaking beauty. Legend has it that George Washington surveyed the area surround the Natural Bridge. History records that before authoring the Declaration of Independence in 1774, Thomas Jefferson purchased the Natural Bridge and the surrounding 157 acres from King George III for 20 Shillings. Pretty ironic, huh? The Natural Bridge has remained in private hands ever since.



The Natural Bridge as seen from the gorge. US Route 11 actually traverses the Natural Bridge.

After the evening light show we adjourned to a conference room where Clint presented excerpts and pictures from several of his books about Civil War blunders committed by both sides that, at best, caused embarrassment to the perpetrator and, at worse, caused soldiers to needlessly lose their lives.

On Sunday morning we said goodbye to Clint and Barb who were headed back to the mountains of West Jefferson, North Carolina, while we were headed north to begin our scenic trip home after checking out of the hotel. Route 11 took us north past Lexington where we took VA 39 west toward Goshen and then turned north again on VA 252. The purpose of this wandering route was twofold: to travel some more scenic country roads and to end up in Middlebrook where we’d meet up with Von and Patty Hardesty and visits Von’s car collection in the historic Rosen’s garage. In last month’s *Valve*

Tour continued on next page

Tour continued from previous page

Clatter you saw our group of Road Warriors posing in front of the garage. Von tells us that garage was built in about 1920 and served as a car dealership for many years before finally ending up as a repair shop. For the guys in the group we all lusted over the shop and storage space that Von has. He also has plenty of office space as well.



Bill Simons pulled his Woodie into the garage next to Von's 47 Mercury Coupe and his '37 Buick Convertible.



Along this wall we see the Buick and Von's '40 Ford Convertible and '35 Deluxe Tudor.

After a little tire kicking (unless you were one of the guys it probably seemed to be an interminable amount of time) we headed north to Staunton for lunch at the quaint Byer Street Bistro. At the Bistro we thanked Von and Patty for hosting us and then hit the road for the final leg of the tour back to Fairfax. Once again our many thanks to Don Lombard and Bill Simons for organizing another great tour and especially for ordering the outstandingly wonderful weather.

WELCOME TO THE CLUB

Ralph and Jackie Bradley
Scottsville, Virginia
rbradley@netenergy.com

I am enjoying the Club, its stream of Old Ford and activity information, the *Valve Clatter* is over the top.

I purchased my 32 Tudor sedan in 1983; bought

it from a fellow in Alexandria, Va. It's powered by a 289 SBF – "Fords for Fords." Painted it and added new upholstery, have had many good times over the years, road trips, 4th of July parades and the likes.

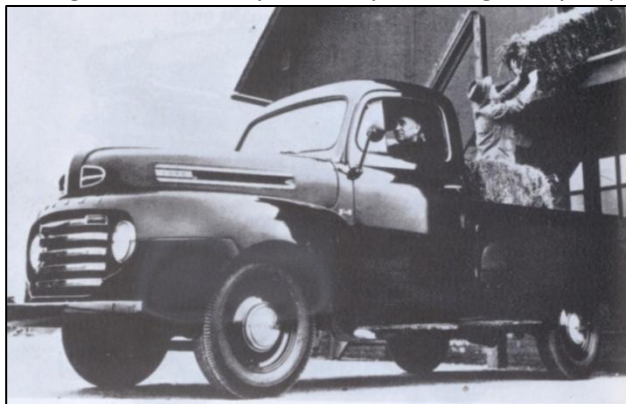
Thirty years later I decided to sell it. It needed to be spruced up in order to sell, that project turned into an off frame re-build that is currently a work in progress. And as you might expect I am now not sure I can put it up for sale!



Kay Hardesty (Von Hardesty's cousin)
Chattanooga, TN
kayhardesty@hotmail.com

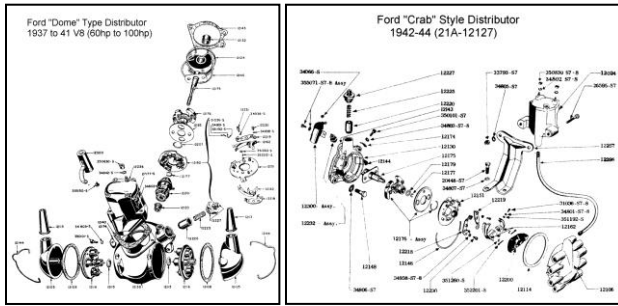
1949 F-1 pickup

His legal name is Larry Hardesty, but he goes by Kay.



Distributor Tune-Up Tips

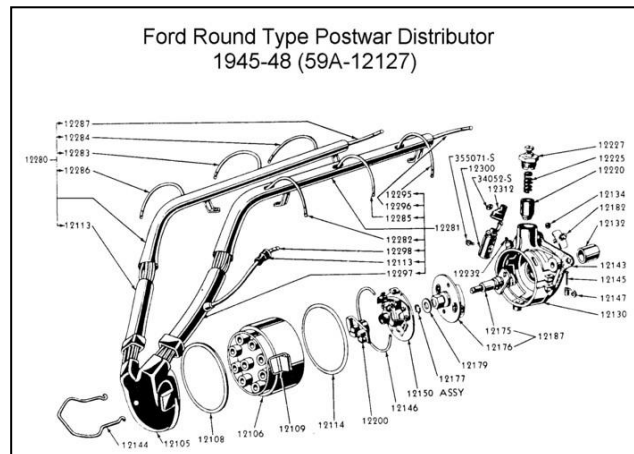
By Cliff Green



After rebuilding over 45 distributors, I have learned some points (no pun intended) that I can pass along:

- ✚ Make sure there is no play in the rotor when held by the tang – no slop allowed! If there is free play, make punch marks on the flat spot in the shaft to make a snug fit.
- ✚ Not all rotors are the same height! They differ by as much as .004. There were many manufacturers and some are longer than others. The gap between the rotor tips and the plate tips – should be around .010. If you have difficulty spinning the shaft, or the back housing is not all the way home, (by the tube not in the slot), most likely the rotor is tight. File a little off the end until the shaft spins easily.
- ✚ Ensure there is no wobble when the shaft is inserted in the front bushing – same with rear bushing. Usually the front bushing is worn. Screw in a tap to remove bushing and a “C” clamp to install. It is easier to cut a slot in the rear bushing with a hack saw before removal.
- ✚ Oil the point adjustment screws on distributor plate and loosen them up for easier point adjustment. I recommend points and condenser from NAPA.
- ✚ After you insert the plate assembly in the housing, you can eye ball the gap in the points for a rough adjustment.
- ✚ Chase the threads on the vacuum tube connection and the timing set screw.

- ✚ Insure that the piston in the vacuum cylinder slips easily. The piston can be rotated so a fresh surface faces the timing plate. It is not necessary to have a gasket under the big adjusting nut – parts book does not show one! Nor is there a washer in the front of the rotor.
- ✚ As the rubbing block wears the dwell decreases and the coil voltage goes down and the timing becomes more retarded. That is why the distributor needs to be tuned every 5,000 miles or less. I set up the dwell a few degrees more to account for the wear.
- ✚ Don't use excessive grease on the rubbing block as it could fly around and affect the points.
- ✚ The rear bearing get its lubrication from a hole in the front plate cover of the engine and is forced into the two holes at the end of the distributor. Make sure the gasket has sealer to prevent oil leaks down the front of the engine.
- ✚ Sometimes it is easier to attach the outer caps with the spark wire tubes are unbolted. Make sure the outer cap fits in the distributor housing before attaching. Sometimes the edges of the distributor cap must be filed down.
- ✚ Start the vacuum line in the distributor before bolting it onto front of engine.
- ✚ Don't forget to squirt oil down the front tube after assembly.



Talk continued on next page

Talk continued from previous page

A New Additive to Treat Ethanol Problems

From former NVRG member Don Fowler via Cliff Green

Editor's Note: Those of us who know Don know that he is very particular about his vintage Porches and wouldn't recommend a product unless he is willing to use it in his own cars. In an email to Cliff Green, Don said that a new fuel additive product, **No-Rosion**, may be worth considering. The friend who recommended [No-Rosion](#) to Don (noted Porsche restored [Chuck Stoddard](#)) is a MIT graduate and is using **No-Rosion** in cars worth millions of dollars. Don considers him to be a brilliant guy. Don also thinks that Applied Chemical Specialties, cooling system stuff is also worth a look.

Below are excerpts from a **No-Rosion** PowerPoint presentation Don shared with Cliff.

Nearly all pump gasoline today contains at least some ethanol

- ✚ Many blends now contain 10% or 15% ethanol (E10, E15)
- ✚ Its combustion byproducts are more environmentally acceptable than alternatives, and it reduces carbon monoxide emissions
- ✚ Government mandates continue to increase ethanol content
- ✚ Other oxygenates (MTBE, ETBE, TAME) have largely been replaced by ethanol, due to their lower octane ratings, and issues related to ground water contamination

Ethanol Problems

- ✚ Oxidizes to form gums that cause fuel delivery problems
- ✚ Forms non-combustible engine deposits on intake valves, piston crowns, spark plugs, and combustion chambers
- ✚ Engine deposits cause hard starts, rough idle, decreased engine performance, increased emissions, and reduced fuel economy
- ✚ Readily and continuously absorbs moisture from the air, forming an emulsion in fuel that eventually separates into two layers
- ✚ Water-saturated layer corrodes lines, tanks, injectors, carbs, etc
- ✚ Rust particles get lodged injectors/carbs, causing further problems

Benefits of No-Rosion

- ✚ Contains demulsifiers that actively remove water from fuel, prevent emulsion, and protect against

phase separation

- ✚ Contains corrosion inhibitors that protect all fuel system metals
- ✚ Contains state-of-the-art, proprietary, polyether amine (PEA) detergent technology for total control of deposits and gums
- ✚ Restores engine performance to "like new"
- ✚ Stabilizes fuel containing 10% ethanol and allows it to be stored for up to 2 years
- ✚ Outperforms competitor products in performance tests

Elimination of corrosion



Top: a steel rod immersed in a mixture of 10% ethanol and distilled water for 24 hours at 100°. Bottom: same type of steel rod immersed in No-Rosion treated 10% ethanol gasoline and distilled water under same conditions as above.

The PowerPoint contains numerous laboratory test results comparing **No-Rosion** against other leading fuel additives. It also contains a series of charts showing comparative test results when **No-Rosion** was used in a small stationary gasoline engine. **No-Rosion** claims better results in all test compared to other products currently on the market.

Competitors products range in price from \$0.11 to \$0.75 per gallon of 10% ethanol gasoline treated – **No-Rosion's** cost comes in at \$0.55 per gallon.

How is No-Rosion used?

- ✚ Pour into tank or gas canister, then fill with gasoline
- ✚ Use in any type/grade of gasoline: E0, E5, E10, E15, E20, E85
- ✚ For best results, add both before and after off-season storage
- ✚ Use year-round, in any climate, temperature, or season
- ✚ Treat rate: One 8 oz bottle treats up to 20 gallons
- ✚ No harm if overdosed (up to 6x recommended dose)
- ✚ Use at 2x dose for neglected or particularly fouled systems



Garage Tech Session – Columbia Overdrive Assembly

- ✚ What: First an overview presentation of Columbia overdrives by Cliff Green and then Cliff and Hank Dubois provide technical assistance as Mel Herwald assembles the Columbia for his '46 Ford Convertible.
- ✚ When: Saturday, January 10th @ 10:00 AM.
- ✚ Where: Ken Burns' heated shop – 10409 Stallworth Court, Fairfax – 703-798-5939
- ✚ Coffee and donuts provided in AM – pizza and beverages for lunch – we'll have a kitty to defray the food and drink costs.
- ✚ Please let Ken know (helenandken@verizon.net) by January 8th that you'll be coming so he can have the right amount of food and libations available.



YOU ARE INVITED TO OLD CAR AND TRAIN DAY

SUNDAY, FEBRUARY 22, 2015 from 12noon to 5 PM

@

THE CLEMENT HOME
12106 GARY HILL DR
FAIRFAX VA 22030

- ✚ Bring your significant other, kids, parents, and any other train, antique or old car lovers to join in the fun and fellowship of antique trains and old cars.
- ✚ Weather permitting, additional antique cars may join us. New additions to the antique train collection are on display and some trains are under power. Bring "show and tell" trains, if you like, and we'll try to run them. If you have trains to be repaired, this is a good time to drop them off.
- ✚ A favorite appetizer, finger food or dessert brought for sharing would be gratefully appreciated.

Sandy and Clem Clement

Ph. (703) 830-5597 C (571)-239-1701

Email: clem.clement@cox.net



Vehicles For Sale

➤ 1948 Ford Deluxe Coupe. Multiple AACA/EFV-8 National awards. Needs nothing. Many original accessories. Older off-frame restoration still in excellent shape. Runs and presents well. Veteran of AACA Museum. Great car in every respect. Looking for good home. Asking \$27,500 or close. **Jason Javaras** 540-786-5819 or JJsFords@verizon.net (VA) 9/14

➤ 1949 Ford F1 stakebed. Many accessories. Off-frame restored. 226 c.i. six/3 speed floor shift. No rust original with 40k original miles. Pheasant red w/new oak bed. Beautiful – Many accessories. Needs nothing. Asking \$25K. **Jason Javaras** JJsFords@verizon.net or 540-786-5819 (VA) 9/14

➤ 1948 Mercury 4-door Sedan. Rebuilt flat-head 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. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net 01/15

➤ 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. **Priced Reduced to \$15,900 OBO.** **Bill Tindall** 804-818-3595 (H) or cell 804-972-9570 or earlyfordguy@yahoo.com 01/15

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

➤ 1951 Ford F1 Panel Truck – All original V-8 flathead survivor. Needs mostly cosmetic body work and paint but no large dents or structural problems.

Runs great! Much ground-up mechanical work already completed. I've **reduced the asking** price to \$8,500 to promote a quick sale. Contact me for pictures and a list of all the mechanical/electrical resto items that have been done. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630. alfromva@aol.com, 540-635-6865 (H) or 703-408-8372 (C) 01/15

Parts and Miscellaneous For Sale

➤ V8-60 parts – **NOS** unless specified otherwise. 21 rods, appear NOS, \$15ea. 2 Ford boxes of 16 lifters ea. 52-6500-A2, \$125 ea. 4 NOS rods in Ford box, \$25 ea. 3 Ford boxes of 4 split valve guide pairs ea, 52-6510, \$40 ea. 16 valve springs, appear NOS, \$3 ea. 43 split valve guide pairs, not matched, appear NOS, \$6 ea. 16 valves, \$8 ea. Oil pan, used, needs some repair but usable, \$30. 2 heads still in original box, \$120 ea. Will listen to offers for the whole package. Will deliver to Hershey otherwise there will be shipping. **Mel Herwald**. 540-925-2222. mherwald@mgwnet.com, McDowell, VA, 01/15

➤ Bumper type tow bar, \$50. ½" drive air impact wrench, \$10. ¾" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wbs39@cox.net, 703-679-9462 9/14

➤ For 1940 Ford - Pr. Original skirts, VG - \$500; '40 Dealer's Album, Excellent - \$550; New heavy duty California Car Cover for '40 coupe - \$75; Pr. Running Board Covers, Never used - \$50; STD Gauge Cluster, Like new - \$225; Pair of trumpet horns for '40 - \$100; Over 50 pkgs/boxes of small parts for '40 - \$150 for all. **Jason Javaras**. JJsFords@verizon.net, 540-786-5819 10/14

➤ Welder with both oxygen and acetylene tanks. It also includes two welding tips plus a cutting torch. I will also throw in a package of steel rods, brass rods and aluminum rods – \$125. Other miscellaneous 1953 Ford parts. **Tom Shaw** – 703-771-9374 7/14

➤ 1933-34 Parts: 40 year collection of small

Automart continued on next page

Automart continued from previous page and large parts left over from 2 frame off restorations. Engine parts of all kinds; 3 21 stud blocks – complete; 3 rear ends and a complete front end; 1 rebuilt '34 radiator; 2 transmissions and 4-5 sets of used gears up thru 1939. Many brake parts. Set of 16" wheels. Adapters to install a 51-53 Flathead in '34 frame. Act now, they're going fast. Put these parts to good use – I won't be restoring another 1934 Ford. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363 7/14

Wanted

- For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 12/14
- Bracket for trumpet horns used on '46-'47 Fords. **Jason Javaras**. JJsFords@verizon.net, 540-786-5819 8/14
- For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – Jeberly4@comcast.net 7/14
- Driver quality 35-36 Pickup. Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 01/15

2015 NVRG CALENDARS



Only a few 2015 NVRG Calendars are still available! This is our 10th consecutive calendar and once again we present 12 completely new calendar cars owned by NVRG members. Get one now for your man cave. Calendars will be available for pick-up at our January monthly meeting. See Cliff Green at the meeting or order a calendar today by email, mail or phone from Cliff:

- ✚ cliffgreen@cox.net
- ✚ 6214 Militia Ct
- ✚ Fairfax Station, VA 22039
- ✚ 703-426-2662

The calendars still cost only \$15 (you pick up) or \$18 (by mail). If paying by check make the check payable to "NVRG."

2015 NVRG DUES

Time has run out! This is your last chance to renew your dues before your dropped from our membership roster. If you haven't renewed, yet send your \$15 check made out to "NVRG" to:

- ✚ David Gunnarson – Membership Chair
- ✚ 10707 Ellie's Court
- ✚ Fairfax Station, VA 22039

FROM THE EDITOR'S DESK



As I wrap up my fifth year as editor of our *Valve Clatter* I look back over 2014 and see how fortunate I am. Most of you know it's been a rough year for my '41 Woody before I finally got it back on the road just in time for the show at the Armed Forces Retirement Home. But it's been another great year working with folks on our *Valve Clatter*. I see newsletters from other Regional Groups where 90% or more of the content is authored by the editor. I'm **so incredibly fortunate** to have so many of you out there that are able and willing to send me content (text and pictures) for the *Valve Clatter*. I hope I haven't missed anyone: Hank Amster; Nick Arrington; the Chadderton duo: Bryan and Wayne; Clem Clement; Joe Freund; Jim Gray; the Green trifecta: Cliff, Sandra and Russell; Dave Gunnarson; Von Hardesty; Tommy Harper; Gay Harrington; Dave Henderson (Model A Club); Mel Herwald; Jason Javaras; Bill Lightfoot; Jim McDaniel; Mike Mote; Dominique Pickett; Rob Pond; the Potter duo: Buzzy and Bill; the Randall duo: Keith and Susan; Bill Simons; Colin Spong; the Sumner duo: Eric and Eli; John Sweet; Dave Westrate; and Art Zimmerli.



NVRG Calendar



Times Square, December 31, 1939

<u>January 2015</u>	
1	HAPPY NEW YEAR!!!
10	Columbia Two-Speed Tech Assembly Tech Session – come watch, learn and socialize as Cliff Green and Hank Dubois assist Mel Herwald assemble the Columbia Two Speed axle assembly for his '46 Convertible. The fun begins @ 10:00 AM in Ken Burns' <u>heated</u> shop. We'll have coffee/donuts and lunch available – just drop something in the \$\$ kitty. Contact Ken by January 8 th at helenandken@verizon.net so we'll have the right amount of food available. See page 12.
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Accessories Show and Tell Refreshments: Bill Potter
14	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.
25	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>February 2015</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Trico Wiper Motors Refreshments: Bill Simons
13	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.
22	Clem and Sandy's Annual Train Day – see page 12 for details.
24	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
24	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>March 2015</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: xxx Refreshments: Joe Freund
TBD	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.
27-28	Sugarloaf Mountain Region 45th Annual Antique Auto Parts Meet. Doors open at 8am. Carroll County AG Center, 706 Agriculture Center Drive, Westminster, MD. For more info contact: Robert Clubb 301-829-2000 or smraaca@aol.com ,
31	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
31	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ June 8-11 - [2015 Eastern National Meet](#) – Concord, North Carolina
- ✚ August 26-29 *Motorfest 6* – Early Ford Foundation Museum – Auburn, Indiana
- ✚ October 5 – Marshall Ford's 100 Anniversary Celebration – Marshall, Virginia



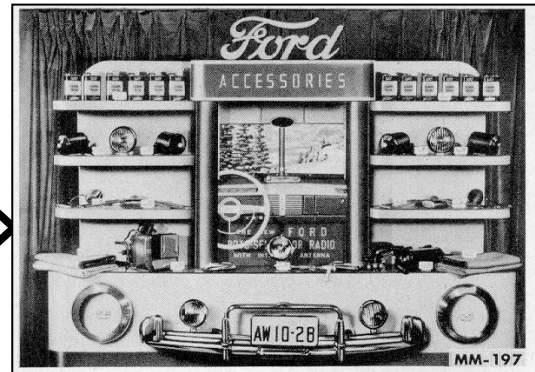
2015 Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: Jim McDaniel - 703-569-6699					
Vice President	Bill Simons	703-536-3648	Tours – Team Lead	Hank Dubois	703-476-6919
Secretary	John Ryan	703-281-9686	Tours – Member	Art Zimmerli	703-323-1774
Treasurer	Wayne Chadderton	703-435-1142	Tours – Member	Bill Simons	703-536-3648
Membership	Dave Gunnarson	703-425-7708	Property/Refreshments	Mark Luposello	703-356-3764
Programs – Team Lead	Joe Freund	703-281-6282	Historian	Don Lombard	703-690-7971
Programs – Member	Eric Sumner	703-860-1916	Webmaster	Cliff Green	703-426-2662
Programs - Member	John Sweet	703-430-5770	Newsletter (Valve Clatter)	Ken Burns	703-978-5939
Fairfax Show	Dave Westrate	703-620-9597	Sunshine Committee	Keith Randall	703-913-5655

January Program: Show & Tell: Ford Accessories

Mark your calendar! The January Meeting is on Tuesday, January 13th 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