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Value Clatter

Early Ford V-8 Club of America



*Northern Virginia Regional Group #96
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Cliff Green, Assoc. Editor

NVRG PICNIC 2015



Check out the woodie

The heavens provided an absolutely wonderful day for this year's NVRG picnic at the Cross's farm in Leesburg. Under sunny warm blue skies, old and new cars streamed through the iron gates guarding the entrance to the JEBRAA Farm and, once up the very long driveway, were directed to appropriate parking spots. Flathead V8's, and a couple Model A's, were justifiably afforded prime spots in a neat row facing the Cross's home. As NVRGers piled out of their vehicles, set up folding chairs, set out coolers in the shade in anticipation of the day's events, we were greeted by music playing through speakers.

Our hosts, Jim and Edna Cross, created a fantastic event, putting many hours and a lot of effort into setting up their farm to welcome us. Details included chalk drawings on their driveway to guide us, a music tent, an antique Coke-a-Cola dispenser full of ice-cold bottled water, picnic tables, and more.

Food ordered by John Sweet was picked up and delivered by Sara and Joe Freund. The barbeque spread from Red, Hot and Blue included pulled chicken, pulled pork, sliced brisket, beans, coleslaw, potato salad and corn muffins. NVRGers brought a host of side salads and desserts to round out the feast. Edna and Jim Cross lead us in a prayer before diving into the wonderful meal.

Not long after everyone was done with lunch, Jim Cross led a tour of his various barns. Each of the barns was hand made by Jim starting with logs cut on his property, sawn into posts, beams and planking (more on that later) and assembled into storage and workshops. These buildings house his collection of cars, memorabilia and workshops.

After touring through several buildings, Jim brought us to his sawmill. Jim purchased the mill in parts and boxes, figured out how to assemble it and began making planks and posts. While we were there, Jim cut up some Eastern Red Cedar logs and a beech log into planks and posts. The sawmill was powered by a farm tractor with a large leather belt and pulley system. With a 36-inch diameter blade, it readily sliced through the logs.

By Dave Gunnarson

Continued page 3

Up Front with the President

Well, as this goes to press, we're in a significant but still uncertain weather event that is resulting in substantial rainfall in our area. There is currently a large high-pressure area over us that has brought rain for the last two days, and as it clears we're bracing for more heavy rainfall from Hurricane Joaquin that is currently slamming the Bahamas. Its northerly track is uncertain and could make landfall on the east coast early in the week, but is looking more like it will northeast and miss the U.S. mainland. In any event, whether it makes landfall or not, we will continue to have high winds and rain, very heavy at times, for several more days.

We had two tour events scheduled for this weekend and, because of the weather, both have been canceled. The first was on Saturday; to the Marshall (Virginia) Ford dealership that has been in continuous operation as a Ford dealership, and in the same building, since 1915 – their ONE HUNDREDTH anniversary! They were planning a “town festival” to celebrate. Many of us were planning to drive our old cars and help them celebrate. Hopefully they can reschedule the event, but unfortunately no rain date had been planned. Their organizers canceled both events.

The second canceled event was our support of the car show at the Armed Forces Retirement Home in DC. We support that show every year and caravan to the event, always a fun and challenging event through Washington, DC traffic. I look forward each year to our being able to show off our cars to the residents of the retirement home. They seem to really enjoy seeing the old cars. These guys drove them when they were new. You occasionally run into comments like, “I had one JUST LIKE THIS ONE when I was young, only mine was blue instead of black, it was a four-door instead of a two-door, and it was a Chevy instead of a Ford.” (But it was just like it.)

Later this month (23-25 October), after this current weather has had plenty of time to blow itself out, we're looking forward to some clear, cool, fall weather for our NVRG Annual Fall Memorial Tour to western Pennsylvania. This should prove to be a great tour. We're staying two nights at the historic Summit Inn in Farmington, PA, where Henry Ford, Thomas Edison, and Harvey Firestone stayed occasionally. You'll be able to see two different Frank Lloyd Wright houses, Falling Water and Kentuck Knob; Fort Necessity (the site of George Washington's first major military event); Laurel Caverns, the largest natural cave in Pennsylvania; and Lady Luck Casino at Nemaolian Resort. **Wayne Chadderton** and **Bill Simons** have put a lot of planning time and effort into providing a great memorial your. Our thanks to both of you.

I just got word that the 2016 NVRG calendar has come out of the print shop and is ready for purchase. This is our 11th consecutive annual calendar using only NVRG member cars, and we've yet to have to duplicate a car. They'll be available for pickup at our next membership meeting. See the information in this issue with a list of who to contact for a calendar. The cost is \$15 if you pickup at a meeting or elsewhere or \$18 to have them mailed to you. In addition to having one in your garage or cave, think Christmas stocking stuffers and gifts for friends. Support your Club. Thanks to **Cliff Green** for soliciting and gathering all the photos each year.

Finally, WHAT ELSE BUT HERSHEY? With Hershey being the first full week in October, our membership meeting on the 13th will be a photo review of our member's experiences and stories of finding that “gotta have” treasure they never thought they'd find. We'll have the calendars for pickup also.



Jim

Jim (High Sheriff) McDaniel



- 1) Jim Cross tells the tale of opening the locked safe from a Model T dealership. No one had a record of what might be inside and the owner said Jim could have the safe as long as Jim gave him the contents. He brought it home on his bobcat trailer and said it weighted more than one of his bobcats! There was no combination and the tumblers on this model were silent, so he had to drill up from underneath, break out concrete, then drill the door from the inside to release the lock. Once opened, the big reveal was a completely empty safe!
- 2) Jim's buildings, adorned by original advertising signs, were made from logs harvested on his property and cut into dimensional lumber with his sawmill.
- 3) One of Jim's car collection is a 1927 Case automobile, which is a very rare car. Case made tractors and their cars weren't very popular because they were expensive and no one wanted to buy a car at a tractor dealer's showroom. Jim knew of only one other like this one.
- 4) Cliff Green admires Jim's 1936 phaeton, one of several Early Ford V8's in Jim's collection.
- 5) Jim explains some of the finer points of his car collection to the enraptured group.
- 6) The old car line-up - Jim McDaniel, 19501 Turdor "Police" car; Ken Burns, 1941 Woody; Gay Harrington, 1949 Pickup "Budster": Hank Dubois, 1935 3 window coupe: Jim Gray, Model A: Clem Clement, Model A: Dick Schaefer 1937 Couper; and, Don Pauly 1941 Lincoln.
- 7) This amazingly restored 1933 V-8 Cadillac was exquisitely presented. Jim mentioned that the block had cracked, like most do, so he had it professionally rebuilt.

Many thanks to Jim and Edna for their hospitality

D. Gunnarson photos

DRIVE - IN MOVIE TOUR SEPTEMBER 19-20



By Bill Simons

At 1:00pm Saturday afternoon on September 19 a group of hearty V-8ers, plus 1, assembled at the usual spot in the Fair Oaks parking lot for the annual pilgrimage to Stevens City Family Drive-in. The cast of characters consisted of the Green's with their '40 woodie, Burns' and their '41 woodie, Simons' and their '49 woodie, Dubois and their '35 3 window coupe, Harrington with her '49 pick-up, Mc Daniel's in their '51 cruiser, Chaddertons in their '53 convertible, Blum's in their '39 Zypher, Cummings' in their '50 Monterrey, Randall's driving a V-8 Monte Carlo and the plus 1, Petty's in their '31 Model A sedan.

The plot was not complicated. We drove out Rte 50 to Rte 340 and on to the Holiday Inn in Stevens City, arriving about 4:00PM.

Dinner was at the Roma Restaurant which was just a short walk from the hotel and where we met up with the Piepers. Good food and good service, and a nice replacement for Butcher Block Restaurant which sadly, went out of business.

As we arrived at the drive-in, the sky was clear, the air warm, and the classic and antique car show was well underway. We were too late for the judging but it was fun to walk around looking at the variety of cars.



The car related feature film was titled *The Snake and the Mongoose* and it chronicled the drag racing rivalry between Don, The Snake, Prudhomme, and Tom, The Mongoose, McEwan. Luckily the plot was fairly simple and could be followed because none of our FM radios could pick up the sound. For most of us, it was like watching an old silent film from the early '30's but without the piano music and sub-titles. Most returned to the motel after the feature film but the Simons' and Randall's decided to stay for the late show returning at midnight!

The next morning broke clear and cool and after breakfast, Hank and Cindy Dubois directed us on a short drive to the *Newtown History Center* where we had a guided tour of 3 buildings; the main museum, a school building for a display of wagon making, and finally a reconstructed general store from about 1900. Who knew that Stevens City had a thriving wagon making business in the mid 19th century?



present.

About 11:00am we all headed to a local winery for a Mimosa and a self-guided tour of a beautiful home and vineyards before driving down Rte 11 to the *Wayside Inn*. The Inn and Tavern was recently purchased at auction by George and Becky Reeves and the food and service were excellent. Becky gave our group a brief history of the building and it's owners over the years from the 1700's, through the Civil War, and up to the



By midafternoon it was time to head home. I understand that all made the return trip safely with one exception. Gay Harrington and the Simons' returned on Rte 7 where in Vienna Gay's Budster developed ignition problems and had to be towed to her home. Her AAA membership paid off!

As the credits roll, we all can see that the weekend show was Produced and Directed by Hank and Cindy Dubois, and although there were no Oscar nominations, we

nominate Hank and Cindy for a Lifetime Achievement Award!



*Left – right
Line up at the Motel
Woodies steal the show.
Wayside Inn for lunch Sunday.
At the Stephen City Museum.
At the Winery.*



MEET THE DIRECTOR



WAYNE CADDERTON

I grew up in small town in Southern Illinois just east of St. Louis, Missouri and close to Scott Air Force Base for those of you with Air Force history. My cousin purchased a

1929 Ford town sedan which we used for transportation to and from school. It needed a lot of work which we did with the supervision of his father and sparked my interest in vintage cars; he still has that car in Florida. I attended college during the day and worked at a foundry at night to cover the costs. I graduated from Southern Illinois University in 1970 with a degree in accounting. I then joined a local CPA firm where I met my wife Jane. After about five years there I become the Comptroller of a local newspaper. In 1980 I was offered a position with General Dynamics Corporation in their Corporate Office tax department located St. Louis. The Corporate Office moved to Northern Virginia in 1992; however, I remained in St. Louis to complete the ongoing IRS and State tax Audits.

Jane, our son and I relocated to Northern Virginia in 1995. I was fortunate to have the opportunity to work on a variety of tasks from managing the IRS and State audits to working on Tax Court cases with outside attorneys. After thirty-one years I retired from GD in 2011. Jane retired as a tax manager the same day from a company which provided services to airlines.

In 1989 Jane and I became interested in sailing and purchased our first sail boat (a Catalina 27) without having any prior sailing experience. All three of us took lessons and sailed on a small inland lake in Illinois. When we moved here we put the boat on the Chesapeake Bay. That lasted for a couple of years but on a very windy day in May Jane wanted a bigger boat; so we purchased a bigger boat. We have enjoyed our sailing experiences but wanted to try something new.



I have been interested in antique cars since high school so in 2010 I purchased my first antique car: a 1934 Ford Fordor. Since then I have acquired a 1937 Ford Street Rod and a 1953 Ford Convertible. I joined NVRG in December 2010 and in 2013 became the Treasure for the club.



RESTORATION 101



FOR THE LADIES (& GUYS, TOO)



Cliff Green

Here is a lass demonstrating the new vacuum operated convertible top on a brand new 1940 convertible. Prior years the top went down manually, which few women choose to do. She is obviously delighted that Ford provided a control knob that only had to be pulled out to create the magic.

This picture was taken inside at an auto show and since the engine had to be running in order to provide the vacuum (suction), I doubt that this would have been allowed. I have read that this problem was solved by using an external electric pump to provide the necessary power.

Being inside then, why is this woman wearing a cloth coat and gloves? Check out the hat – she looks like Minnie Mouse. Is it possibly the reason for lowering the top so she can wear it?

We can tell that this is an early production Ford since the ash tray knob is located on the bottom which moved the cover up to expose the tray. Thus some of the ashes would fall to the floor which was not good. This configuration was corrected in later cars as the knob was on the top to pull the ash tray down making it easier to collect the debris.

One interest feature of this car is the rug on the front floor. Production deluxe cars came with a taupe colored rubber floor mat. The back seat floor was covered in brown carpet that matched the bottom of the door panels as visible in the photo. Also, the paint on the car appears very light, not

matching any of the production colors, except perhaps Folkstone grey. Very early cars that were used in auto shows did not represent what could be bought in the show rooms.

The 1940 Ford Deluxe convertible of which 23,740 were made remains very popular today. Six of the NVRG own one: Von Hardesty, Nick Arrington, Maury Roesch, Clift Hardin, Rob Porter and Bob Gregg

WOODWARD DREAM CRUISE 2015

CLEM

<http://www.woodwarddreamcruise.com/>

In August we traveled to Detroit to visit our son Eric and his girl friend Rebecca. By some bit of magic, the only weekend they could see us was during the Detroit Dream cruise. Luck or good planning?? Anyway we got to see it a bunch of days. Actually groups run the Woodward Ave. all summer. If the weekend or evening is nice, a club group will gather with their cars at a selected point chat a while and run the Ave is they wish. The big deal is the third weekend in August. All that week antics and cruisers as working the road getting warmed up for the Big day: Saturday. Friday evening many run the Ave all night just for fun. Saturday is the BEEEEEG day. Much of Woodward Ave has diagonal parking from single lanes parallel to the main road. These are filled as are every parking lot and side street along the route.

The route goes between Ferndale and Pontiac along M-1, a distance of 14 miles and back. This was the 21st year of the cruise

Sound like your kinda thing???

Rebecca figured 5 minutes looking as a couple of hundred cars passing her home would fulfill me. Wrongee, WRONGEE WRONGEE!! 3 days of walking, gawking and slobbering was still not enough. I made 38502937502795 new friends and loved every minute of the time there.

YA see, Rebecca lives 2 houses off Woodward Ave. at the 14 mile post, so when I got up at night I could see the Ave and the cars rolling along from their second story window. I could hear the burnouts all

Continued next page

night long. Music to my ears! If you know Woodward Ave, they are near the Pancake House.

Officials estimated 40,000 cars and one million folks for the event. I don't think that include the modern iron running along as well. I would think that count is low.



Here is the deal if you are a participant: Grab your antique car/cruiser/hot rod/bike/Pinto-go-boom or what ever you have and head for the street. The first two guys I met drove their '72 Chebby from Baltimore to be in the event. Visitors from Australia were noted on the route. Find a place to park and setup your tent, chairs, coolers, chow and settle in. When the spirit moves ya, put a reservation chair or cone in your spot and roll the course. Then back to setting down and watching. Several trips to be made during the day. Did I mention people watching?? Sound crazy or fab??

Sandy and I were in our modern so we were in the crowds but not on the Ave. It would have been too hard for us to tow a real car out to Detroit, then to KC and back. Thousands drive the route in their modern, to the disgust of the attendees. Supposedly the left two lanes are for moderns and the right two for cruisers. The police are present and at ease. They don't like squealing tires or high speed. Really the attitudes of all are friendly and talkative.

My favorite car was a white convertible. Her front section was from a '52-'54 Ford convert. Balloon skirts. The rear or maybe just the tail light area was from a late Packard. It was moving so I did not get a look-see at the engine. I also loved the caterpillar tractor with the early Dodge four door body precariously mounted on top.

Late Saturday night there were groups of onlookers who had poured bleach on the right lane and were urging drivers to do burn outs. Either it is the current materials in the tires or me, but there were not too many good burns. Funny though, since the right lane

carried the high % of the vehicles, it was black with grease and oil drippings.

Sunday morning was fairly quiet with only a few cruisers. The local Paper happily reported that only 3 cars were stolen: all Chebbys. A purple '27 T burned the engine compartment while rolling along. The owner will repair it and be back next year. He figured a float valve stuck on one of the carbs.

The local Model A Club set up near us and had 12 A's on display. The Rolls club was across the street and the Chevy dealers were down the street a bit. There was a full stage with bands nearby that area on old Woodward road.



Along the entire length of the route many businesses were up and running. Restaurants were open and many had street vending operations. Small tents everywhere: t-shirts, drinks, cotton candy, food trucks, and lots of private parties in rented business parking areas with catered food and drink. The local barber shop was open with an open stage operation doing haircuts as you watched the drive bys. Local car dealers and specialized groups, such as the UM solar/Baja racing teams, had big tents with displays and goodies for the crowd spaced out along the route along with several staged areas for bands and entertainment. It was a delightful carnival atmosphere with fun for all ages.

<http://www.theoaklandpress.com/general-news/20150815/woodward-dream-cruise-thrills-fans-cruisers-for-21st-year>

and

<http://www.freep.com/search/Dream%20cruise/>



MEMBERSHIP MEETING PRESENTATION

"You'll be all set now for a tough winter"



WINTER! Zero temperatures! Cold starts! More driving after dark with the lights on . . . If you want to be sure of your car's performance this winter, be sure of the battery. You CAN be sure with a Genuine Ford Battery.

Genuine Ford Batteries are built with plenty of power for winter driving. They have extra capacity for the extra demands of electrical accessories—radio, spot light, heater. They are carefully built to strict Ford specifications. They are rigidly tested and inspected to make sure they meet Ford standards of quality and precision.

Large plate areas—plates of highest quality materials—oxides that meet exacting specifications—vertical-grain wood separators for long life . . . these are but a few of the features that make a Genuine Ford Battery a value far beyond its price.

Each of the four types of Genuine Ford Batteries is fully guaranteed. Ask your neighborhood Ford dealer for the one that will do the best job this winter in your car or truck.

FORD MOTOR COMPANY, DEARBORN, MICHIGAN

Genuine FORD BATTERIES

What year Ford is this? See end.

The gathering of the NVRG faithful at the September meeting were exposed to a Power Point presentation about batteries by Cliff Green. He confessed that he knew little about the subject before he volunteered to give the talk on short notice. All his information was gathered on line and in books in his collection.

The talk concentrated on lead acid types that are used in our early Fords and opened with the evolution of the very first in 1834. Many mysteries were uncovered along with practical information on how to test and maintain these items. The storage battery is used to start the car and to provide a backup for the generator during high electric loads. It changes chemical potential to electricity when it is loaded and is recharged back to full capacity.

A history of the electric car was presented. Clara Ford owned an electric in 1908 and bought a new one every two years until 1931. One was used at Fairlane into the '30's! The early vehicles were

popular with the ladies since it was not necessary to crank to start and no noise or pollution.

Henry Ford and Thomas Edison were thought to collaborate on an electric car in 1914. Edison, by this time, had perfected his alkaline car battery after a failed attempt in 1904. After three prototypes were made and laid set aside for production, the project died.



Edison-Ford prototype on Model T chassis 1914

Testing can be done with a hydrometer to measure the amount of sulfuric acid in suspension and also with a volt/ohm meter to measure the voltage. A full charged 6V battery will read 6.3V and below 6.2 needs recharging. This is the only method to check the Optima.



This is a 2HF (think high Ford) battery 1939-1953. As determined by the Battery Council International. Type 2LF in ad. (Think Low Ford) LF 8" high HF 9"

Battery 101 was a class on the chemical process and battery construction. Cliff illustrated how he installed an Optima in a Ford script case.

A Q&A followed and the audience declared the talk was electrifying.

This is a 1933/34 Ford identified by the suicide doors!

ELYSE'S WINE CORNER

Jess Stonestreet Jackson- A man and his mountain



In 1930 a legend was born. Jess Stonestreet Jackson known for his brilliance and the creator of Kendall Jackson winery had a wealth of experience in a myriad of areas. Prior to his entry to the wine industry he started off as a logger, a longshoreman, a policeman in Haight-Ashbury (during the day) and then went into the legal profession. As a lawyer, he had a lot of work with winery owners, which lent towards a great appreciation for their hard work and fruitful results. He quickly became enamored by the wine business and the rest was history. Today Jackson Family Wines has over 50 family owned wineries in the portfolio. While this article speaks to Jess's beloved Stonestreet, know that he had a passion for Woody's (yup a car guy too!), horses (owning two fairly well known ones, Curlin and Rachael Alexandra amongst others).

One of the first properties Jess bought was the old Gauer Ranch in the Alexander Valley which located on the mountain located between Sonoma and Napa. The property was renamed Stonestreet and is where Jess was laid to rest in 2011.

The wines:

- 1) Stonestreet Estate Sauvignon Blanc- Oysters pair beautifully as do cheese, lobster, crab, etc. \$26-28
 - 3) Stonestreet Estate Chardonnay- Cheeses, rockfish, grilled chicken, etc. \$38-40
 - 4) Stonestreet Estate Cabernet Sauvignon- See below \$45-\$50
- Small production Rockfall Cabernet Sauvignon, Upper Barn Chardonnay and Aurora Point Sauvignon Blanc wines are also available.

The mountain reaches 3,000 feet elevation and the grapes are all hand harvested due to the rigorous terrain. The Chardonnay delivers a distinct mineral backbone alongside a strong citrus element. Tangerine and marmalade emerge from the first sip. The Sauvignon Blanc has aromas of Meyer lemon and Thai basil and there are background notes of pear and lemon blossom. The amazing Cabernet Sauvignon has aromas of wild red berries, black pepper and slate and the silky concentration of dark chocolate and spices hit your palate with a silky sublime expression that begs for either a divine sizzling rib eye or stuffed mushrooms which you can easily make with the following recipe:

- 8 ounces bacon slices
- 1 cup chopped onion
- 1 10-ounce package chopped frozen spinach, thawed, squeezed dry
- 4 ounces feta cheese, crumbled (about 3/4 cup)
- 4 ounces cream cheese, room temperature

- 1/4 teaspoon dried crushed red pepper
- 2 3/4 pounds button or crimini mushrooms (about 48; each about 1 1/2 inches in diameter), stemmed

Preheat oven to 375°F. Cook bacon in heavy large skillet until crisp, about 8 minutes. Transfer bacon to paper towels to drain. Coarsely crumble bacon. Discard all but 1/4 cup plus 2 teaspoons bacon fat (adding olive oil if necessary to equal that amount).

Heat 2 teaspoons reserved bacon fat in heavy medium skillet over medium heat. Add chopped onion and saute until tender, about 5 minutes. Transfer to medium bowl and cool; mix in bacon, spinach, feta, cream cheese, and crushed red pepper. Season filling to taste with salt and pepper.

Line 2 large rimmed baking sheets with foil. Toss mushrooms and reserved 1/4 cup bacon fat in large bowl to coat. Sprinkle mushrooms with salt and pepper. Place mushrooms, rounded side down, in single layer on prepared baking sheets. Bake mushrooms until centers fill with liquid, about 25 minutes. Turn mushrooms over. Bake mushrooms until brown and liquid evaporates, about 20 minutes longer. Turn mushrooms over again. Spoon 1 heaping teaspoon filling into each mushroom cavity. (Filled mushrooms can be prepared 1 day ahead. Cover and refrigerate.)

Preheat oven to 375°F. Bake mushrooms until heated through, about 10 minutes. Transfer mushrooms to platter and serve warm.

Enjoy the wonderful Stonestreet wines which may be found at Calvert Woodley, Addy Bassin MacArthur Beverages, Vienna Vintner, etc.

Next month the column will be about Cambria. Julia Jackson, Jess's daughter will be in town talking about these great wines from the Santa Maria Valley and we have a dinner scheduled at Pazzo Pomodoro in Vienna, 703-281-7777 on Monday, October 19th where there are still some seats available. It's sure to be a great time.

Cheers, Elyse

Questions? Email me- Elyse.kudo@jfwmail.com



Sunday wine tasting on the Drive-In tour

EARLY FORD V-8 FOUNDATION MUSEUM SET TO DOUBLE ITS SIZE



With the Early Ford V-8 Foundation set to inherit about 60 vehicles from donors and members—and with enough space in the Foundation's Museum for maybe four more cars— Foundation officials have decided to focus on an expansion that will double the size of the existing museum. The expansion plans, revealed over the Labor Day weekend, call for an 8,700-square-foot addition on the western side of the existing 8,040-square-foot museum, located on 13 acres just outside of Auburn, Indiana. The existing museum, which includes a gift shop and other facilities, currently houses 16 vehicles as well as the museum's various engine displays and other automobilia.

Josh Conrad, the museum's collection coordinator, said the Foundation's officials are just trying to prepare the museum for the future with the expansion. He says that a lot of guys are sending them one or two cars at a time because they don't want to see them hot rodded, and they also have collections of cars promised but have no room for them.

The Foundation hopes to break ground this coming Spring. To raise the money, they have instituted a "Buy the Foot" campaign. For \$150, you can buy a square foot of the new addition, or as many as you'd like. The fundraiser is off to a fantastic start, raising over \$10,000 during their 3-day MotorFest in August alone!

Details on joining and on the "Buy the Foot" campaign can be found at: www.fordv8foundation.org. Or call 1-260-927-8022 to speak to someone at the Museum.

From October 2015 - The Greyhound Express

VACUUM – can't do without it

By Cliff Green

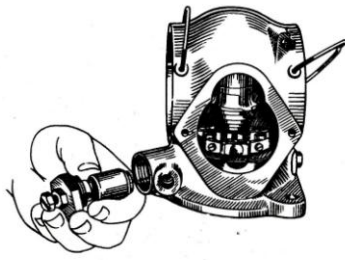
The four cycle engine is nothing but an air pump. It takes air in through the carburetor and passes out the exhausts. Each of the four cycles are critical to the efficiency of the engine. An adjustment to any feature will improve or adverse the performance.

We shall examine the intake cycle, specifically the production of vacuum. As the piston descends in the cylinder it sucks air through the carburetor as the rings prevent any air from injecting along the sides. To fill the void created, the barometric pressure of 14.7 psi passes air through the venturi of the carburetor and is further accelerated. The volume of air is determined by the throttle plate. Any taps into this stream will apply a vacuum to the source. By applying a gauge to one of these taps, a reading can be measured to the amount of vacuum (suction) that is being produced. The smaller the opening of the throttle plate the higher the reading. At idle, a flathead should hold a steady 19-20". Any discrepancy to the reading, low, irregular, pulsing means there is a problem with the intake system. Accordingly, at a wide throttle setting the vacuum is very low.

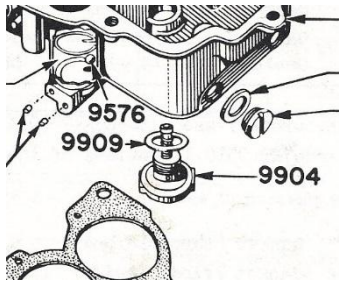
These differences are utilized to perform different functions:

- 1) The distributor retard feature prevents immediate full advance upon acceleration to prevent ping. A piston with a leather insert presses on the disc where the weights are attached. The pressure is adjusted by the screw on top of the distributor housing which pushes on a spring inserted in the piston. A vacuum line is attached that will raise or release the piston according to the position the throttle plate. At cruise (high vac) the piston is raised taking pressure off the disc, while upon acceleration (low vac) the spring pushes the piston upon the plate to slow the rate of advance.

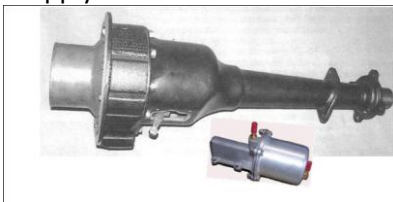
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- 2) The power valve (9904) that resides in the bottom of the carburetor bowl allows addition fuel to inject into the fuel mixture upon acceleration. The valve is normally closed by the high vacuum overcoming the pressure of a spring. When low vacuum exists, as in acceleration, the spring then opens the valve to allow more fuel into the carb throat.



- 3) Windshield wipers operate with the engine vacuum. This function is a visual indication of fluctuation of the source.
- 4) Columbia operation is mechanically set and vacuum operated. Before shifting, the gas pedal is released (creating high vac) before the clutch is engaged to open a valve to port the vacuum to one side of a piston to cause the shift to overdrive. A special plate is used under the carburetor to supply air source.



A vacuum leak is distributive to the operation of the engine. Disconnecting a source will cause an immediate drop in RPM's. A hiss should be evident. Use a small section of garden hose to hear the source. Also the distribution of a small amount of oil will be sucked into any small leak. Check those hoses for cracks and tighten the fittings occasionally.

The vacuum ports are on different places on the flathead. Some tap the intake manifold for the distributor and windshield wipers separately, other tap the base of the carburetor. 39-40 use intake manifold taps. Starting in 1941 the vacuum source is at the base of the carburetor. The 8BA engines, '49-'53, do not utilize centrifugal weights. The advance is provided by a combination of vacuum signals from internal ports in the carburetor to coordinate the advance with engine speed.



Humm...what do you think happen here? Would you take on this restoration? Perhaps the only sheet metal not damaged was the right front and rear fender.

DUES ARE COMING DUE

**NVRG 2016 dues are payable by
December 31st
Still only \$15 per year!**

It's easy to renew:

- ✚ Send your check made out to "NVRG" to Gay Harrington, 3080 N. Quincy Street Arlington, VA 22207 or...
- ✚ Pay her at the membership meeting.
- ✚ Hand her the check/money at our Holiday Gala.
- ✚ **Reminder – late renewal:** if renewing after December 31st please submit \$20.

Let Gay know if you need to update your membership roster information, i.e. address, email, phone, cell, etc. Also changes in the cars you own. Remember – you must also be current on your National membership dues.

NVRG ANNUAL FALL MEMORIAL TOUR

October 23th to 25th

Departing Fair Oaks Mall on October 23rd – Departure time TBA



- ✚ We'll stay both nights at the historic [Summit Inn](#), 101 Skyline Drive, Farmington, Pennsylvania. Fifteen rooms are reserved for us (group rate of \$165.00 per night for a king or double and \$185.00 for a "Summit King"). For reservations call 724-438-8594 and mention the Northern Virginia Regional Group for the group rate. Cancellation policy is a full refund if cancellation is made 72 hours or more before arrival date.
- ✚ **IMPORTANT:** This is a historic, vintage three story hotel (1907) and has no elevators so request a 1st floor room if you prefer not climbing stairs with your luggage. Also, there are a limited number of rooms with two beds so reserve early if this is your choice.
- ✚ This is a historic hotel where Henry Ford and his pals Thomas Edison and Harvey Firestone stayed on occasion with pictures of them in the [lobby](#).
- ✚ On Saturday we'll depart the hotel at 9:15 am for a short drive to Frank Lloyd Wright's [Falling Water](#) (built 1936-9) for a group tour (we must be there by 10:00). Cost is \$20 per person. Falling Water was voted most important building of the 20th century by the American Institute of Architects. You must contact Wayne by October 7th if you want to tour Falling Water.
- ✚ Saturday after lunch you can explore the following places on your own or return to the hotel and relax while taking in the breathtaking views.
 - [Laurel Caverns](#) is the largest natural cave in Pennsylvania. The tour lasts about one hour and has a cost of \$12 for adults and \$11 for seniors. Check it out on the web for conditions that could be challenging for some.
 - [Fort Necessity](#) is a National Park and the site of the first battle of the French and Indian Wars. It began in early June, 1754, and marked the first major event in George Washington's military career.
 - [Kentuck Knob](#) (built 1953-6) is another Frank Lloyd Wright house in the Usonian style (affordable for the average American) located 12 minutes from the Inn.
 - [Lady Luck Casino](#) at Nemaolian Resort – The hotel will provide a voucher to each of us for use at the casino.

✚ Questions or to let us know you'll be on tour with us contact:

Wayne Chadderton wjchad@gmail.com

or

Bill Simons bsimons@rustinsurance.com



Vehicles For Sale

- 1950 Ford Custom - 89,716 miles - Original interior - Flathead V8 - runs great - Virtually rust free - Vintage accessories - Headlight visors - Taillight stainless side trim - Fender skirts - Window vent visors - \$12,000 - Lynn: 336-246-9343 or Jerr: 336-354-6669 – located about 6 hours south of Richmond 8/15
- **1936 Ford Fordor Touring Sedan** – They're still out there. A friend of mine, Buddy Mooney, has a '36 Ford 4 door touring sedan for sale. Asking \$7,000.00 or Best Offer. His number is 240-320-7930. It is an early '36 and appears to be all original and complete. For more pictures contact Mike Prater: michael6225@comcast.net 7/15
- **1949 Ford Tudor** - drive anywhere, call for details: Andrew Miller, Fredericksburg, VA, 540 659-3023 7/15
- **1947 Ford Super Deluxe Sedan Coupe.** Rouge/HPOF car. Runs and shows well. \$25K, **1948 Ford Deluxe Coupe.** Multiple Dearborn/AACA awards. Restored. \$27.5K, **1949 Ford F1 Stakebed** truck. Off-frame restored. Beautiful. Needs nothing. \$25K. **Jason Javaras** (540) 786-5819
- **1935 Ford Fordor.** Owned since 1962 by National Capitol RG member. Green with black fenders. New mohair upholstery, new battery, and bumpers chromed. It needs a tune-up etc. Car is in Frederick across the street from the fairgrounds in a garage. **Richard Ramsburg** 321 210-8667 5/15
- **1950 Ford Tudor** – owned by former NVRG member – located in Staunton, VA. JoAnn Pendley, 540-324-0152. 70 Koogler Hill Lane, Staunton, VA 24401-6900 04/15
- **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. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net 01/15
- **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

- **VA License plates** – 1 set 1932 truck, \$100 or offer; 1 set 1954, \$100 or offer; both need some touch up – Locking latches for 1934-35 Ford Trunk (New), offer - Welding set, two medium tanks with cart and welding table, \$50 or offer – Home made trailer with 1932-34 wheels, \$50 or offer. Benny Leonard, benshar100@gmail.com, 703-863-5814 (C) 703-278-2994 (H) 09/15
 - **1949 Ford** front cross member, spindles, stabilizer bar, A-arms, steering column, shaft with worm. **42-48** parts including garnish molding, weather stripping, parking lights, etc. from a previous project. **Jim Sweeney**, Ruther Glen, VA, (About 1 ½ hours south of Vienna on I-95) **253 217-7583** 7/15
 - **1934 Parts.** Front and rear fenders, fair to good condition; headlights, front bumper, bumper brackets. **Mark Luposello**, 703-399-0999, or drspdracer@gmail.com 5/15
 - Set of 4 used Coker WWs and tubes, 6:00x16, low miles, good tread, no dry rot. **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 4/15
 - Transmissions: '49-'50 overdrive, '51 overdrive, '56 H.D. (292"-312"), '75 automatic (Windsor). Engines: '86 T-Bird Ford 5.0L (302"), '74 Mercedes engine and trans, includes all accessories and cats. Misc: '49-up starters and generators, '49-53 water pumps. Much more, just ask. **Steve Groves** – 301-530-7411 before 9:00 pm. 03/15
 - 1933-34 Parts: 40 year collection of small and large parts left over from 2 frame off restorations. Engine parts of all kinds; 3 21 stud blocks –
- Automart** continued on next page

Automart continued from previous page 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

➤ **For sale**

Roll of trunk insulation material for EFV8s. 95" x 35" x 1/8". New - \$25(4) 14" x 6" Ford wheels – fit most Fords from the 60s. VG cond. \$80 set. Leather bound book of Service Bulletins – circa '39-'41. Ford, Lincoln, Mercury. Good shape - \$250 Leather bound Ford time schedule book. Approx. 4" x 9" Good cond. \$100

Jason Javaras 540-786-5819

Wanted

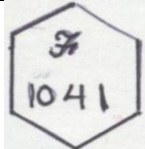
➤ Two or 4 used 650/70/15 or 700/70/15 tires for my 1947 Chrysler. Andy Koerner akoerner2@cox.net 09/15

➤ A single garage space in the somewhere in the Fairfax Station, Fairfax, Springfield, Lorton area. Minimum of 10' x 20'. If you have space or any leads let me know. **Don Lombard** (C) 703-975-6454 (H) 703-690-7971 or don.lombard@verizon.net 8/15

➤ 8BA script head bolts – see images below. Must be in excellent shape. **Steve Groves** – 301-530-7411 before 9:00 pm. 03/15



Need 8 or more long and 6 or more short



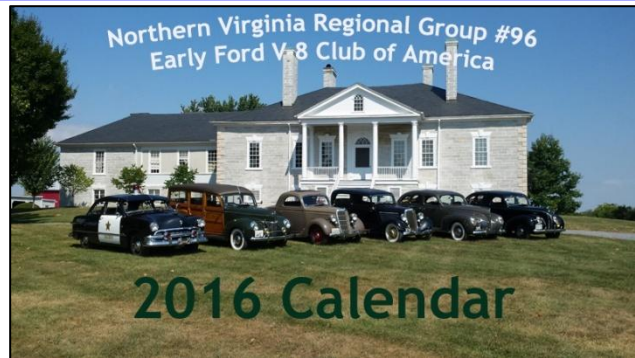
Need as many as you have – both long & short

➤ For 1940 Ford – heater switch for hot water heater. Wheel rim – **Bill Chaney**, filhi@cabelfirst.net or 804-776-7597 12/14

➤ 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

2016 NVRG CALENDARS



2016 NVRG Calendars are available. This is our 11th consecutive calendar and once again we present 12 completely new NVRG member calendar cars. Great for Christmas gifts or for your own man cave. These calendars will be available for pick-up at Hershey or at our regular monthly meetings. Buy a calendar today by email, mail or phone from Cliff Green:

- ✚ dcliftongreen@gmail.com
- ✚ 6214 Militia Court
- ✚ Fairfax Station, VA 22039
- ✚ 703-426-2662

If paying by check make the check payable to "NVRG."

The calendars still cost only \$15 (you pick up) or \$18 (USPS Mail).

BOD NEWS:

The proceeds from the auction amounted to \$680. NVRG Board increased the amount to donate to the Early Ford V8 Foundation to \$1,000!

\$100 has been donated to the Newtown History Center in appreciation for accommodating our tour.

CLIFT HARDIN REPORTS:

Joe Smith V8 Automotive, formally of GA, has been bought out and moved to Richmond. They are located on Route one and Parham Parkway. They service early Fords and rebuild engines.

CLEANING TIP

Try using "Mop & Glow" on your running boards to make them look like new. Dries to a nice flat finish following directions.



NVRG Calendar



<u>October 2015</u>	
3	Marshall Ford's 100 Anniversary Celebration – Marshall, Virginia. We'll caravan from Fair Oaks Mall or you can join us there to celebrate Marshall Ford's 100 th anniversary in the same location. See page 12 for details.
4	58th Annual Antique Auto Muster at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8:00 AM sharp – contact Clem Clement at clem.clement@cox.net or Ken Burns at helenandken@verizon.net if you plan on caravanning. Don't get left behind!
7-10	What Else but Hershey? – Join the usual suspects for Breakfast and/or Happy Hour at the Flathead Bar & Grill. Also join the NVRG gang for dinner at local restaurants. Contact Cliff Green cliffgreen@cox.net to sign up for the various activities.
9	Hershey Wives' Luncheon – Join us for the fabulous luncheon buffet or order off the menu at Brion's Grille – we'll meet there at noon – contact Helen Burns for reservations at helenandken@verizon.net or by phone only at 703-978-5939 after October 5 th .
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey Review. Refreshments: Dave Westrate
15	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
18	Woodies at Rockville – Woodies will be the featured marque this year!
23	NVRG Fall Memorial Tour see 13 for more details
27	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Cliff Green – dcliftongreen@gmail.com
<u>November 2015</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey Review. Refreshments: Jim LaBaugh
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
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.
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<u>December 2015</u>	
12	Holiday Gala at P.J. Skidoos, Fairfax
TBD	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
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Down the Road



✚ **December 12 – Holiday Party** @P.J. Skidoo's, Fairfax Boulevard, Fairfax City



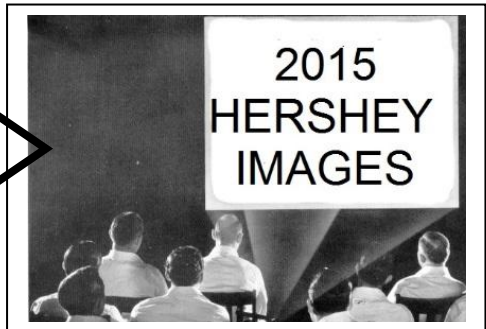
2015 Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



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
At Large	Dave Gunnarson	703-425-7708	Property/Refreshments	Mark Luposello	703-356-3764
Membership	Gay Harrington	703-888-0180	Historian	Don Lombard	703-690-7971
Programs – Team Lead	Joe Freund	703-281-6282	Webmaster	Cliff Green	703-426-2662
Programs – Member	Eric Sumner	703-860-1916	Newsletter (Valve Clatter)	Ken Burns	703-978-5939
Programs - Member	John Sweet	703-430-5770	Sunshine Committee	Keith Randall	703-913-5655
Fairfax Show Dave Westrate 703-620-9597					

October Program: Hershey Review

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