



**Northern
Virginia
Regional
Group**

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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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Editors: Nick Arrington & Stephanie Beavers

July Meeting Program – Review of the 2023 Grand National Meet

By Hank Dubois / Photos by Dave Gunnarson and Leo Cummings



2023 marks the 60th anniversary of the Early Ford V-8 Club, so this year’s Grand National Meet in Dearborn, Michigan, was billed as “Our Diamond Jubilee in 2023” and featured a really full schedule of events over the week of June 11–17. At our July membership meeting, NVRG members were able to experience (or relive) highlights of these events via a show-and-tell presentation by Program Director Dave Gunnarson which featured photos taken by the NVRG members who attended the Meet and commentary by Dave and other Meet attendees. After enjoying the refreshments brought by Terry Thomann the program started and was broadcast to members not in attendance using Zoom. *(Continued, page 3.)*

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Up Front with the President

August 2023



President's Message August 2023

After a couple of decades of publication, the NVRG calendar is in transition. We need one or two members to step up and produce this important NVRG product. If you like taking EFV-8 vehicle photos, interacting with our members, and/or creating attractive publications, you would probably enjoy producing the next calendar. See the notice in this issue for more details.

The next couple of months provide some great opportunities to get our early V-8s out on the road. The cooler September-October weather is combined with several major and very traditional NVRG driving events. In addition, our membership meeting this month will show us how to make our V-8s more dependable and roadworthy. Here's what's coming up:

- Drive-In Movie Tour on September 9th, with Hank Dubois organizing this two-day event.
- Annual picnic, held again this year at Occoquon Park on September 19th – Joe Freund and Nick Arrington are organizing this rain-or-shine event (see notice this issue for details).
- Fall Tour is planned for October 24, 25, and 26 in the Harpers Ferry area – Stay tuned for more information from tour leader Bill Simons.

Beginning this month, our monthly membership meetings will be broadcast over Zoom. Led by our resourceful program chair Dave Gunnarson, we now have the technology to do this. Now all of our members will be able to fully participate regardless of where they reside, anywhere in Virginia or far beyond. The first broadcast is a bit of an experiment but we'll fine tune the process at future meetings as needed.

Our August membership meeting at the Green Acres Center Senior Center will be on our usual second Tuesday – August 8th. Member Jim Baker will describe in detail the modifications he has made to his Model A to make his long-range touring possible. Unfortunately, I will be out of town and unable to attend.

Best V-8 regards,

John

August Membership Meeting:
Antique Vehicle Modifications for Long-Range Touring
 Tuesday, August 8, at the Fairfax City's Green Acres Senior Center
 Doors open at 7 PM.

2022 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – John Ryan (2021 & 22)	Membership – Gay Harrington (2022 & 23)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2022 & 23)	Programs, Refreshments – Dave Gunnarson (2021 & 22)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2021 & 22)	Webmaster – Ken Burns (2022 & 23)	Property – David Skiles
Treasurer – Bill Simons (2022 & 23)	Sunshine – Keith Randall (2021 & 22)	At-large – Jim LaBaugh
	Past President – Joe Freund (2021 & 22)	

Driving to Dearborn

Shortly after 6 AM on Sunday, June 11, Bill Simons, driving his road-warrior '49 Woodie, and Terry Thomann, driving his fairly recently acquired '38 Deluxe Tudor, left Arlington for the long drive to Dearborn. John Ryan and Hank Dubois accompanied Bill while Terry drove solo initially, with John joining him later in the day. The duo joined up with Leo and Kathy Cummings in their '66 Pontiac Bonneville 2-door hardtop in Breezewood, PA, and the three cars traveled together through PA into OH and, at a rest stop in OH, were joined by Joe Freund trailering his '48 Super Deluxe Tudor. The foursome arrived at the Meet hotel in Dearborn around 6 PM. The trip was uneventful, with mostly decent weather except for some light rain in MI for the last 40 miles or so.

Terry's '38 performed flawlessly, thanks to some last-minute cooling and tune-up work by Terry with helpful advice from several Club members. Terry had attached a 1-gallon plastic jug beneath the radiator overflow tube of his car to recover coolant and, while it did look pretty strange hanging down just above the road, it did the job and no coolant was lost. Needless to say, this non-Ford "accessory" was removed once he made it to Dearborn!



Relaxing at the Rest Stop (Leo's photo)

Keith and Susan Randall, trailering their '38 Deluxe Fordor, and Dave and Sarah Gunnarson driving their van arrived in Dearborn on Monday and this brought the total number of NVRG members attending the Meet to 11.

Select Meet Tours/Events

Monday, June 12th

1. All-day bus tour to Auburn, IN, to visit the recently expanded Early Ford V-8 Museum and the Auburn/Cord Museum. Several NVRG members went on this tour and the consensus was that, due to the long bus ride out and back, there just wasn't enough time to take in everything there was to see.



Early Ford V-8 Foundation Museum

2. Swap Meet. There were only 5 or 6 vendors at the Meet but they did have quite a bit of stuff and it was all early Ford/Merc!



V-8 Goodies for Sale

Raffle Room. The Raffle Room at the Meet was very well stocked with donations from Regional Groups and individual Club members. Of greatest interest to many of us who already have too much stuff were the gift certificates, the 2 or 3 exceptionally nice/unusual items, and the mostly edible gift baskets donated by Regional Groups. Of course, the nicest items there were the gift basket of Virginia items put together by Gay Harrington for donation by the NVRG, and the very neat and unusual Edison type lamp made from a pre-war distributor and donated by Cliff Green. Both of these items attracted a lot of interest with Cliff's lamp being won by the granddaughter of the Club's President. Unfortunately, we didn't catch the name of the very lucky person who won NVRG Basket.



time he has spent there doing research for his recently published 1935–1936 Model 51 Truck Restoration Book.



Cliff's Distributor Lamp

Archives Boxes Awaiting Research

Tuesday, June 13th

1. Tour of the Benson Ford Research Center (BFRC) in Dearborn. Two tours, limited to 10 persons each, were scheduled but, due to demand, a third tour was added. The curators at the facility had put on display a number of documents and artifacts they thought would be of interest to V-8ers, including the famous letter Clyde Barrow supposedly wrote to Henry Ford extolling the merits of the Ford V-8 for his line of “work,” Ford Motor Company’s first stock certificate and Henry Ford’s driver’s license and Rouge Plant badge. Interestingly, while Henry Ford was 5 ft. 8 in. tall, he only weighed 138 lbs. Dave gave us a brief explanation of how the BFRC is laid out and how a researcher goes about actually accessing the huge amount of information located there – “it’s like gold,” he said. The BFRC is almost like a second home to Dave, considering how much



Henry Ford’s Employee Badge

2. Tour of Fair Lane, Henry Ford’s home in Dearborn. Fair Lane has been undergoing extensive restoration work for several years and these three tours, limited to 50 persons each, allowed participants to experience what the main floor of the estate actually looked like when Henry and Clara first moved in. Dave briefly touched upon some of the work that had been done, including restoration of the estate’s extensive interior woodwork that had been painted over in

the 1940s to reflect then current fashion. He also pointed out that Fair Lane had 35,000 sq. ft. of space but only four bedrooms, i.e., for Henry, Clara, Edsel, and the housekeeper. Rusty Rentsch then told us that he had learned on a previous visit to Fair Lane that very little cooking was done there and, instead, meals were routinely sent over from the Rouge Plant commissary.



Henry and Clara Ford's Fair Lane Home



Part of the Spectacular Interior

3. Welcome Party. The Welcome Party is a regular part of Regional and National Meets and usually features buffet-type food service. This Meet, however, had a sit down dinner with meal choice specified at time of registration. Unfortunately, there was inadequate hotel staff to efficiently prepare and serve the meal so it took about three hours before the approximately 250 participants were served. Like most service businesses, the Meet hotel continues to be impacted by the effects of the COVID pandemic, chief being the difficulty of hiring and keeping staff. In

spite of this, NVRG members managed to enjoy the evening, probably in large part due to the available bar service!



Welcome Reception

Wednesday, June 14th

Picnic Day at Greenfield Village in Dearborn was the main activity for Wednesday and occupied the middle part of the day, 10 AM–2 PM. Dave pointed out some of the more interesting things to see in the village, including the ¼-scale Ford Mack Plant; the Soybean Exhibit Building which focused primarily on growing rather than processing soybeans; Edison's Laboratory; Cottswald Cottage from Wales, which seemed more like a playhouse than an actual home for short people; and Henry Ford's first working internal combustion engine made from pipe fittings and other hardware which he first operated in his kitchen with Clara dripping gasoline into the engine's intake port!



Greenfield Village Mack Avenue Plant



Edison's Laboratory in Greenfield Village



Hank and Bill look at Henry's First Engine

Picnic Day participants could also obtain tickets to ride around the village in a Model A Bus or in Model T & A Touring Cars. This was a very popular activity and these vintage vehicles were in constant view.



Greenfield Village Model A Bus

Thursday, June 15th

1. The heart of the Meet, Concourse Day, was on Thursday. Due to the weather forecast calling for rain in the early afternoon, the Meet organizers directed the judging teams to start judging as soon as possible after the Judges Breakfast in order to finish before the expected rain. With everyone's cooperation and a bit of luck, this was accomplished by noon. NVRG members at the Meet participated in the judging process as Deputy Judges (3) or Judging Team members (3). Four NVRG member vehicles were on the field to be judged: Bill Simons' '49 Woodie, Terry Thomann's '38 Tudor, Keith Randall's '38 Fordor, and Joe Freund's '48 Tudor.



Bill Simon's 1949 Woodie



Terry Thomann's 1938 Deluxe Tudor



Keith Randall's 1938 Deluxe Fordor

- Only one '34 Ford was to be judged. Usually there are several '33/'34 cars presented for judging.



1934 Cabriolet



Joe Freund's 1948 Super Deluxe Tudor

- It seemed that there were more '49-'53 Fords and Mercs on the field than '32-'48 Fords and Mercs. It was particularly interesting to see the number of '52-'53 Mercs there, more than at other Meets I have attended. Leo Cummings pointed out that the early '52 Mercs had a 3-piece rear window which transitioned into a 1-piece unit by the end of the model year. He also pointed out the unusual way the fluid level in the first Merc-O-Matic transmission (1953) was checked, i.e., a flap in the carpet on the right side of the transmission hump was lifted up to reveal a short dip stick that was removed to check the level – Who knew?

Concourse Highlights

- Four '32 Fords were on the field to be judged; whereas, in recent years, only one or two '32s, if any, are presented for judging.



1932 Cabriolet



Ken Bounds 1950 Crestliner



1951 Mercury Convertible



1937 Stake Body Pickup



1953 Mercury Tudor Hardtop



1932 Model BB Dump Truck

- It also seemed there were more commercial vehicles on the field than I have seen at other Meets. For example, there were at least four '37 Ford pickups present and about an equal number of panel trucks in the '48-'53 years. A Rouge quality '32 Ford Model B dump truck (entered in Touring Class) was a particular favorite of Dave and Joe's (Dave had seen it last year at the Nashville Meet) and, before the day was over, they had talked the owner into letting them drive it around the show field!

- There were two Dearborn quality, very early, and very rare (less than 700 made) '39 Ford 9N tractors with aluminum hoods and grilles on the field and they were owned by the same person!



Dave's Test Drive



1939 9N Tractor with Aluminum Hood and Grille

- Rouge Class judges remarked to Keith that the engine compartment in his spotless '38 Fordor was "too clean." It seems the judges couldn't fathom the fact that a meticulous owner might just want his original Rouge Ford to be really clean! Not to worry Keith, we understand!



Keith's Engine Compartment is Finger Lickin' Good

2. Dinner at the Ford Garage in Dearborn – After resting up from Concourse judging and waiting out the severe late afternoon weather, which included a tornado warning that thankfully did not materialize, NVRG members gathered at Dearborn's landmark Ford Garage Restaurant for dinner. This restaurant has a Model A Ford theme and features a couple of Model A's parked outside the entrance, a Model A hanging over the bar, and Model A engines and other parts scattered throughout. Ken and Carolyn Bounds, who happened to be at the restaurant when we arrived, joined us for dinner and we thoroughly enjoyed their company and getting to know them better. The food and service at this restaurant were superb and a welcome change from our experience so far at other local restaurants.



**L to R: Terry Thomann, John Ryan,
Sarah & Dave Gunnarson**

Friday, June 16th

1. All-day bus tour to the Gilmore Car Museum in Hickory Corners, MI. This tour, like the tour to Auburn on Monday, involved a 2-hour-plus bus trip each way, so the time actually available for visiting the museum was limited to less than four hours. That said, the Gilmore was really worth the trip. It is located on a 90-acre site and has several time-theme museums/galleries that have over 400 historic vehicles of all makes on display. In addition, it features specialty museums for Pierce-Arrow, Franklin, Model A Ford, Cadillac-LaSalle, and Lincoln cars that were built and furnished, with a wide selection of vehicles and related items, by the national clubs representing these makes. The Gilmore was celebrating the Franklin automobile during our visit and visitors could purchase a ticket for a ride in a Franklin around the museum's grounds. Obviously, the four hours allotted for our visit wasn't enough to thoroughly explore the entire facility, so NVRG members had two choices: spend their time on those museums that interested them the most or try to cover the whole facility with only a cursory examination of most vehicles. I figured that the probability of my going back to the Gilmore in the future was pretty slim, so I chose the latter but did spend a bit more time looking at the Fords!

Gilmore Highlights

- The Model A Ford Museum – It was the consensus of NVRG members that this was the most interesting and best laid out museum at the Gilmore. Not only did it have many examples of Model A cars and commercial vehicles but it had many interesting displays related to the Model A including: a display of the many variations of the Model A's unique sounding horn; a representative Model A Dealer's Parts Department; a vintage Pietenpol airplane powered by a Model A engine; a see-through Model A Roadster that was painstakingly constructed by a Model A enthusiast with metal strips; and even a display of the clothing typically worn during the Model A era. The museum was built to look like a Ford dealership of the era and is a tribute to local Model A and NVRG Club member Stan Johnson who was instrumental in its founding.



Model A Museum



1931 Model A Deluxe Pickup (1 of 300 made)



Model A Era Ford Parts Department

- Two interesting early V-8s in the Classic Car Club Museum: a 1934 Woodie with a beautiful birds-eye/fiddle-back maple framed body and a totally original and near perfect 20,000-mi. 1935 5-Window Standard Coupe.



1934 Birdseye Maple Woodie



1935 Standard 5 Window Coupe



Franklin Chassis Featuring Wood Frame Rails

- In the Carriage House Museum - Two very rare 1932 Continental cars, a Coupe and a Sedan.



1932 Continental (2 of 1200 Made)

- A 1941 Diner from Meriden, CT, that serves visitors, and a 1930s recreated Shell Station.



Recreated 1930s-era Shell Gas Station

2. Awards Banquet and Presentation. This event, which typically caps off a regional or national meet, was preceded by a well-carried-out social hour in the hotel's large lobby. The banquet, unlike Tuesday's Welcome Party, was prepared and served on time by an adequate number of hotel staff. The banquet program featured brief remarks by Club President Claybaugh and Tour Organizers Ken Bounds and Bruce Nelson, the drawing of winners for unclaimed Raffle Room items, and the presentation of Concourse and other awards.

NVRG members did very well in the awards department with the NVRG table probably having more award winners than any other. NVRG award winners were:

- Terry Thomann – 1st Dearborn and President's Choice/Plaque-Makers Award for his '38 Deluxe Tudor. Terry was stunned and thrilled and the NVRG table erupted in loud applause at both awards.
- Bill Simons – Dearborn Medallion/Tab for his '49 Woodie.
- Keith & Susan Randall – Rouge Medallion Award for their '38 Deluxe Fordor.
- Joe Freund – 1st Place Concourse and 75th Anniversary Certificate for his '48 Super Deluxe Tudor.
- Dave Gunnarson – National Club Award Plaque in recognition of his recently published 1935/1936 Model 51 Ford Truck book.
- Susan Randall – And lastly, Susan won the neat table decoration which was a multi-color LED table lamp.



NVRG Awards Banquet Table



NVRG Award Winners

Saturday, June 17th

Bill and Hank, in Bill's '49 Woodie; Terry and John, in Terry's '38; and Joe trailering his '48 headed for home at around 7 AM, arriving in No. VA around 6 PM after an uneventful trip except for a toll booth arm breaking off and nearly hitting Bill's Woodie at the end of the Ohio Turnpike! Leo & Kathy and Dave & Sarah headed out from Dearborn to continue with vacation plans, while Keith and Susan stayed on to attend the Annual Greenfield Village Motor Muster on Saturday and Sunday before departing Dearborn to continue touring in their '38. Keith gave us a brief overview of the requirements for attending the Motor Muster as well as some of the activities that took place at the event and, with that, the meeting drew to a close.



Parade of Cars in Greenfield Village

Special thanks to Dave for putting together a very interesting program for our July meeting!



HISTORY REPEATS ITSELF?

Mystic Magic

By Gay Harrington

Before Bill Simons left for his annual pilgrimage to Maine, I asked him if he planned to drive his '49 woodie there this year and if he would attend any summer car shows. Of course Bill would be driving his woodie (silly question). Bill mentioned "Mystic" and I was mystified, thinking to myself, "I didn't know ME had a town called Mystic." I knew CT did so I asked him if he was referring to Mystic, CT. Yes, he said, the National Woodie Meet was being held there July 20–23. On Saturday July 22, a car show would be held at the Mystic Seaport Museum. The show was called "Woodie Cars on the Green." Bill said he'd be driving from Maine to be there and Dave Westrate would be there too, with his newly restored Jefferson blue 1939 Woodie.

The maiden voyage! I'd been following Dave's restoration journey via hearing his presentation at a membership meeting in March 2021 and by reading various Valve Clatter articles about it (April 2021, March 2022, May 2022, et al.). I made a quick plan to be there on Saturday for the unveiling of Dave's vehicle. I have some extended family members living in my home state of Connecticut and with the perils of COVID lifted, I was ready to fly again both to visit my long-unseen family members and to be at Mystic Seaport Museum on July 22nd.

I arrived in Mystic around 10 AM with five family members to enjoy an idyllically beautiful summer day in New England. Three of my relatives had never been to any car show, and they enjoyed this event very much.



"Woodie Cars on the Green" at Mystic Seaport Museum

We were greeted by blue skies, white cumulus clouds, and sunshine. A slight, cool breeze coming off the water kept the day from being a scorcher. I was momentarily transported back to my teenage summers spent in Old Saybrook, CT, when I first visited Mystic to see the restored 1841 whaling ship, the Charles W. Morgan.



View of the Charles W. Morgan, whaling ship built in 1841, at Mystic Seaport

Entering the greens, it didn't take me long to spot Bill Simons and his '49 woodie.



Bill Simons' 1949 Woodie "on the green" at Mystic

Bill was there with two high school buddies and another friend. Lad Price, from East Longmeadow, MA, was one of the high school buddies, and it was nice to finally meet him in person after receiving his annual dues renewals with a nice note for so many years.



Bill Simons with show attendees



"Woodie Cars on the Green" from the window of the lunch café



Bill Simons and friends leaving Mystic Seaport in Bill's '49 woodie

The sun hitting the gorgeous Jefferson blue paint and meticulously finished wood of Dave Westrate's 1939 Ford Deluxe Station Wagon (woodie) was the first thing I noticed. I grinned when I saw the hand-written cardboard sign hanging on the rear of Dave's '39: "Mystic or Bust."



"Mystic or Bust" sign on Dave Westrate's '39 woodie

The weather really showcased Dave's excellent work in restoring this classic car. I also give credit to the whole Westrate family because one of the most impressive things to me all along has been that Dave gave out tasks to family members so that they could all contribute something to the final achievement. Many of Dave's family members were there with him in Mystic and everyone was enthused. His granddaughters slid into the back seat while his daughter photographed them. Dave's grandsons worked together on what appeared to be a thoughtfully filmed video commemorating this unveiling. Dave and Eric (Sumner), his son-in-law and a long-time NVRG member, shared with me some details about car itself and the challenges of the last week to get it to Mystic.



Dave Westrate and Eric Sumner "on the green" at Mystic

Getting this car that was purchased from its former owner in Mystic in 1996 (as a project car in need of a full restoration) *back* to Mystic in 2023 (as a fully restored classic) was no easy task. But here it was—soaking up the summer sun, its shiny '39 grill smiling at the day.



Dave Westrate's newly restored 1939 Ford Deluxe Station Wagon



"Mystic Magic" display of original tools and photo history of the car

"Mystic Magic" is what the photo display called it. Perfect. It surely was anything but a "Bust" thanks to all of Dave Westrate's planning and efforts!



Dave Westrate's granddaughters in the backseat of the '39 woodie



Dave Westrate and Eric Sumner leaving Mystic Seaport in Dave's '39 woodie



Detail of Dave Westrate's exquisite woodworking against the Jefferson blue paint



Front seat interior of Dave Westrate's '39 woodie

What a remarkable day it was, and what a remarkable family the Westrates are. I'll end this with a quote from an article entitled "A Pair of '39 Woodies," written by NVRG member Ken Burns in the April 2021 issue of the NVRG *Valve Clatter*. It's worth repeating.

Dave said none of the work he's accomplished restoring his two '39 Woodies would have been possible without the support and encouragement of his supervisor, Barbara. Woodie lovers everywhere are indebted to both Dave and Barbara for resurrecting and restoring their two examples of American motoring history.



NVRG members at "Woodie Cars on the Green," Mystic Seaport Museum, left to right: Bill Simons, Eric Sumner, Gay Harrington, Dave Westrate, Lad Price



Train
Collectors
Association™

This 4-part series, authored by Clem Clement in 2022 and published by WB&A's *Trolley*, has been approved for publishing elsewhere by Carol McGinnis, *e*Train* Editor. *E*Train* is TCA's online magazine "available to train collectors, hobbyists, and the public..." Parts 1, 2, and 3 were repeated in the May, June, and July issues of the *Valve Clatter*, respectively; The 4th and final part appears here. Articles appear as originally written.

HOMEMADE TRAINS AND ME!

Part 4: Additional Sources of Parts

Standard Gauge Train Builders

By Clem Clement, Past TCA President, TCA #64-987
Spring *e*Train* 2023

To my knowledge only Jim Waterman is building Standard gauge trains at this time. And most are custom trains that have not been built before; or if so, not available. *If you lived along the railroad tracks, there was always something interesting rolling by or parked on the siding.

To model. Buttons made good hand wheels, wooden match sticks make window frames. To this day if a [sic] see a small-mechanical-thingie that's on the way to metal recycle, I grab any bolts, screws and other usable parts. One of my recent acquisitions is quite unique. It's two toasters bolted together and Standard gauge wheels attached. I have added toast, soaked in clear Lacquer paint with imbedded nails for strength. I'm hearing that the mechanism from the giraffe car will properly pop up the toast. A guy from Jersey has an entire kitchen train Flat iron for the loco, toaster, hot plate that glows red and other neat cars. (I'm so jealous...) The toaster car gets great use at the WGHT events. **Did I mention picking up metal found along the rails? Mostly good for engine weights and gondola loads.

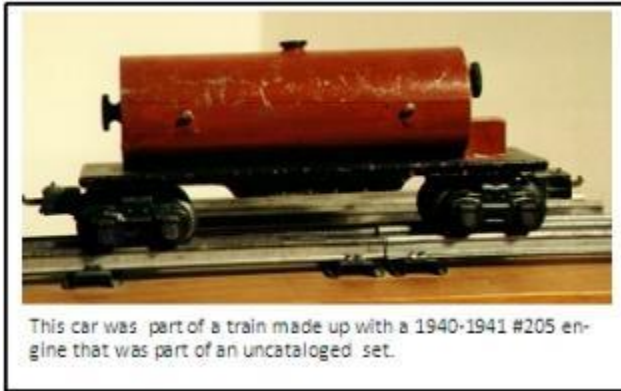
Rail spikes worked well for weights. In later years, I was involved with a train museum. A fellow brought

in a bucket of railroad "fall off" parts. They sold nicely @ \$1.00 each. *I remember using old rusty door hook eyes and hooks for The Packard used a logo with a trim line in the shape of the Packard radiator. It did not indicate Packard and was not the Packard shape. It was V-etches and those tools were used by several car manufacturers. I made several of the correct sets for Packard. Experts like "King of Jacks" were also very helpful. *I have friends who advertised in local towns around the Lionel factory, searching trains the workers had bought/swiped from the factory.

I saw a collection of Mickey Mouse hand cars that the worker had liberated. *A smarter-than-me IVES guy checked early eBay using IVES transition piece nomenclature. Such as IVES #1842. I slept thru that good idea. *I have a friend who was detained in a hospital for 6 months. He found a collection of old train magazines from the 50's and wrote everyone who had trains for sale back then. He did well with the toys/trains/parts he received. *Overseas shopping: Has great potential. Lionel/Marx sold well in England. Marx had different livery than that offered stateside. Hornby sold well all over the world. For a Time period, Hornby made only a few colors of their common steamer and painted up tenders of many country's colors. A buddy found a full box of various tender's livery. Years ago, there was a story about a Jack-in-the-Box somewhere that turned up in a rare color and different box. I don't know if it was true or not? In a German train store, I found a Lionel wind-up set I did not know they produced.

***UPGRADE PIECE.** (Wood over electric loco to make diesel-shape loco). I have seen three-standards gauge IVES pieces with a modernized wooden/medal cab over the motor. Little Johnny wanted a diesel loco for his prewar standard gauge trains and nobody made one right after the war. So, daddy took Grampa's standard gauge IVES engine and swapped over a homemade diesel-looking cover and "Johnnie" was happy. Both my pieces were built over low-mileage motors. Recently I saw a third such built, but the \$ got too high. *Most anything can work (wooden clothes pin-flat car stakes).

***GIFT FOR SOMEONE** (Gramps to Grandson; wanna build a steam engine?)



This car was part of a train made up with a 1940-1941 #205 engine that was part of an uncataloged set.

***MIND SPARKED BY SOMETHING.** Many is the time that I walked thru a flea market with an open mind and saw a piece/part that had potential. Golf cart wheels, skate wheels and bearings and erector set parts come to mind. 8 couplers. Actually, I still have a jar full that I use for a homemade train that wandered in with no couplings. (These days toy train repair parts are hard to find with MTH breaking up (?) and the world changing. I never did figure out how to use the spring and mechanism from a wooden rod on a pull-down shade. *One day an old victrola washed up on the sandy beach. I drug it home, thrilled. The thing was full of sand and the small cabinet ruined. I dried it and lubed it. It was to be the deck and motor for a round house turn table. It kicked around for years as I studied the how and whys of a turntable build. One day the scrap man got it... Oh, I had a huge container of match book covers. NO matches) The same thing happened to it. (On trash day, I had to guard my treasure files) *Usually, I had to paint over cigar-box wood as I could not remove the glued-on advertising paper. *In my old car hobby, I'm building back a '39 Ford pickup. I'm doing a proper job while trying to save some \$\$\$. I noticed that hose clamps are a judge-able item and need to be proper for the make and model of car. So cheapo me sez: "In my wanderings, let's see if I can find correct original hose clamps, put them thru the parts tumble treatment, paint them silver which is very near the original cadmium treatment of the original." I have a bucket full of correct clamps and my truck looks good. You'd be surprised how many complements [sic] on the clamps!

***Auctions:** Now days auctions are a good possibility for a great find. First, you don't HAVE to [be] at the auction! Let me tell you a story about my efforts at

Ted Maurer's auctions. For many years, he conducted auctions from September until June and sometimes in the summer as well. Many of us patrons knew each other so, this was a great social event as well. Many a Saturday, Chaplain James Warrington and I would roll from Northern VA around o-dark:30 am to hit the famous Ridge Restaurant before 8:00 am. The farmers were there, having finished their rounds. Eggs and potatoes were \$3 and gravy on scrapple was aplenty (I hope you all know the wonderful story about their cow and the school on the hill nearby...) Then a couple of miles to the fire hall for the auction. We think Ted helped the fire hall expand their building with a bigger hall. Ted also had command of some of the basement space. A customer left several glass cabinets and fancy shelves for the room as well for open and closed train auction displays.

I got lucky on a train from the lockable display, it was a great day. I remember Ted wearing a particularly UUUUgly Tie one time, so I challenged him to an ugly-Tie contest. My Tie has never ever been beat in a contest. Just think about a yellow egg yolk surrounded by purple mist... It came from the wild Tie store on Market Street in Phila for \$0.99 cents. To add to the niceness factor, the bottom triangle had been dipped in a gravy bowl some time along the way. Both of my sons have won with that Tie! (Fear not, the champ is retired to the closet moths.) Over the years I found that I could buy dirty and tired standard gauge, do a CLEM-fab-cleaning dance, replace parts as needed and squeak a small profit. The goal was to spend a \$K, clean, repair and sell \$500 worth at the next York, save \$5k worth of train into my collection, and have a couple of hundred back in the bank. I used the three York rule. If the piece survived 3 Yorks or other shows, like the N or Temple in Delaware, it went back to Maurer. Ted used to say, we sell Clem's trains twice.

At an auction down Maine onetime, me and my bud drives half a day to get there. There is an IVES standard gauge steamer set in an empty box. Next to and with a different auction number are train parts, some IVES parts and the box was sectional. The parts box was first. I was a nervous wreck trying to find out what was in the parts box, without me giving away my need and desire for both boxes... I had my

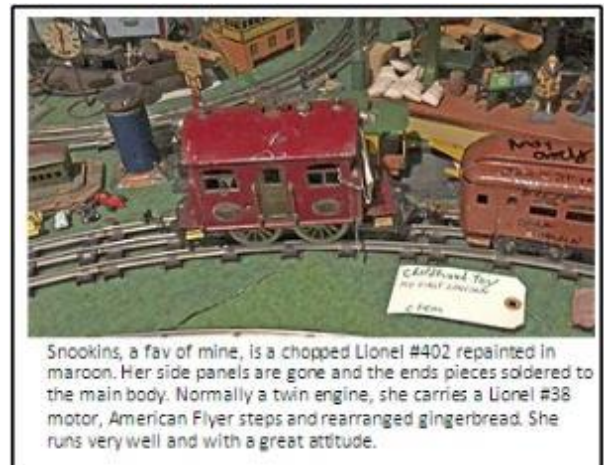
bud already to buy the parts so nobody would figure what I wanted. Seemed like forever, when the auctioneer finally took a look at the piles and casually stated “aaaah let's sell this junk in one lot.” I could have kissed him. (In after-action thinking, we think the set box top was there as well with books or some such in it. Years later I got correct set box.) I was thrilled and still have the set. My bud was not used to that kind of \$\$ floating around. Then he sees 9 another bidder bid \$3408957095709347.67 for a Chipendale chair and he needs our help and a bungee strap to tie the chair to his Harley...



*At TCA York, I used to have several customers for big sheet metal parts. Car bodies, roofs, frames, rust. That tub was always an attraction. I painfully remember the meet Tom Sage brought 3 huge boxes of parts. I asked if he if he was getting out of the business. He said no, but with reproes coming out he was switching over to focus on old toys and therefore dumping his parts collection.

*Back to my tale: Ted would organize the auction such that the last 20 lots or so were rust grabbers. The crowd would be packing out, and only a few were there with their number cards held up high. Someone would bid \$5 and I'm in for a 10er. Maybe one more hit and I have the rust special of the day. Home it went. The trucks, wheels and other plated parts hit the Thumbler's tumbler that evening or the next night. Wheels and trucks were oven or sun

dried. Sometime I used the same tumbler to polish the wheels with rouge-covered walnut shells. Eventually I used non-homogeneous metal parts like broken bolts, screws etc. The 4- hour tumble rotating run and the part got was enough to recover the lust and appearance of a non-rusted wheel. (Since the wheels and axles of many 200, 500, 400, 10 and 100 series trucks went in together, I learned that many trucks were shimmed-to-gauge at the factory.) I have never seen write-ups about truck-gauging by Lionel. I also learned what trucks were painted, dipped or metal-dyed.



*One time, Ted had the center cab of a Lionel #402 and some other Tin in a tray. By dumb luck or great skill, I noticed a modified motor and other parts under the table as they were heavy, I laid low and the piles came my way. Let's see if I can describe the loc now called “SNOOKINS” (you all know that custom trains and custom cars have to have a name.) That's the rules. It had a Lionel #38 frame and motor and American Flyer brass steps. This is cab only with the ends mounted directly to the cab. Kinda like a cute little electric yard switcher. *Over the years of collecting home-made trains, I found many of the pieces had been bought at flea markets and junk sales solely for their commercially-made wheel and trucks. Once removed the homemade body was disposed of (to me, hopefully.) Thus, I was always in the hunt for wheels and trucks. I found a stunning homemade standard gauge freight car on O gauge trucks. It came out of my repair cycle as a standard gauge piece. (It also had a child's-pouch of coins as a load, which still is inside; on the way to the market.)



*My bestest dive into a junk box got me a Mohave-painted Lionel #42 with no motors and a coupler bracket missing. She is in sight of me here as a I type today. Yes, of course, I bought the entire box. *We have found that car shows, with flea markets included, are a fine hunting grounds for parts. Old trains that don't function any more seemed to be demoted to the garage/barn. When the property sold there is usually a farm/house sale. Golly that is fun. Mixed in sometimes I have struck gold. You know, toys and Tin figures are sometimes mixed is with train accessories. I have hit signals, buildings and the such that a way. Berlin, NJ has a permanent flea market. Dealers run the yard sales hotly on Saturday and offer their prizes on Sunday. At one farm auction near Medford, I watched a pile build up @ .50 a bid. Turns out the buyer had a .50 cent bid on everything to help the auctioneer broom clean out the property...

*We find the simplest parts work: Cheese boxes made a great gondola. Upside down screw-capped beer can and a few supports and you have a great water tower. Why were small towns called Jerk-water towns? Every few miles a steam loco run low of water. A water tower is built near the tracks to fill the tender water tank. To get the water, a trainman climbs on the waiting loco and tender, jerks down the fill-arm and the water flows by gravity into the tender. All good... oops we need a person to live nearby to "Jerk the water." So, if there is a gate at the road at that point, we need a gateman as well. Pretty soon there is a post office, grocery store and bar: Aha! another jerk water town is born. How does the water get into the water tower?? The simplest is a pipe from a stream nearby that can carry the water

downhill to the tank. Rain also works, as do gas/electric pumps. Ever swim in one? My late Uncle Raeman had the town water tower in behind his shop. One winter it froze and fell over.



Lionel Prewar Sample 100th Anniversary car that might have been

***JUNK YARDS.** I knew most of the junk yards in my area in my day. Quickly learned that most were in a teletype net with other yards. So, when I needed an overdrive for my 1954 Merc Monterey convertible, some junkie a few miles away had one. And off we went. The "Pony" ran between the yards once a week, but we never could wait. That overdrive worked the rest of the time. I had that sweet car. I miss that car and the chicks who followed along. I drive through my senior year in college and throughout my flying school days. And yes, I found trains in the junk yards as a well as car parts. *Did I tell yas about us saving a Junkie's life?

It was early in a summer Saturday morning and already hot and sticky. Gears, my best bud and I were at Jessies place before 8 am. He usually was a round chatting, but not that time. We always were first in and took our tool buckets and headed out to the newly-arrived section. Not Jessie. At the far end of a row was a huge turtle-shaped '51 Merc Fordor (Heavy lead sled). We heard slight yell/moan and followed the noise to find Jessie flat under the car entrapped by an unconnected front spring. Jesse knew better, but safety first and go carefully were never spoken. Traditional at that time jacks were left everywhere in the yards, and you just grabbed one near your target piece and jacked the thing up. If the jack failed, you scooted out from under and grabbed another jack. This jack failed and caught his arm at the shoulder and trapped him flat on his back, face up. We grabbed another jack and worked the pile up enough to drag him out by his heels. We dusted him off and repositioned his old hat and off he went.

Somehow from that gesture on, the prices he charged always seemed kinda low. Ole Jessie was like an alternate-father to all us kids fixing transportation/hot rods. Later, we junked out a '47 Pont. Jessie directed we drive it over thar, but 15 feet away from the desired spot there was an engine explosion and ball of smoke and she died and kneeled down. Jessie was rolling around in the dirt laughing that, "You boys got everything out that car that it had to give." (We got 18 dollars for the junker.)



Repro of the first 2 standard gauge freight cars I built at age 8. 100 series trucks. Note the tank car is a 4 inch oak branch. In trying to nail it to the base I learned how hard oak is and big nails still bend. The gondola sides are asparagus tape and nails.

A few months later only one fender had been removed. The next trip, it had a date with a mobile crusher. The first week back home from 23½ years in the service, I went to see if Jessie was still at it. They said he had recently moved to Florida and was relaxing. A new-to-me group of gearheads were flogging old cars back to life. I tried to buy the business. I thought it would be fun junking old cars and having the parts to build and resell some for profit. (This needed special paperwork as in Jersey you could not unjunk a car's records.)

*When I could visit my Chicken Farmer Uncle, I always I checked on his farm metal. Every farmer had a pile/section/spot where misc. farm metal collected. Parts of plow shares, tractor parts, stuff found from previous farm owners (including a revolutionary cannon ball.) Usually there were some dead vehicles to be picked over as well. *Gallon paint/oil cans cut apart made fine freight car bodies. (Ya might want to empty them first.)

*Yard sales were a big deal during hard Times. I inherited 1/2 of Grammy's large assortment of "Blue Dishes." My cousin got the other half. For years I thought they were part of a large set. Not so.

Grammy always had egg money to buy a blue dish or more likely the lid from a broken serving bowl. My cousin and I decided to put the 2 parcels back together, but many companies manufactured "Blue Dishes" so many pieces still were not complete and lids still go container less.

*We collected heavy metal parts on our countryside walks. They were gathered and sold to Soldo Brothers scrap yard just south of town. I don't remember if we could shop there as well. I think not. *Bailing wire was always around. Good for securing car-loads. Screen door hooks made fine couplers. Hook eyes made the female part. Seems like they were used in furniture stores that had a junk section. Road side flotsam and jetsam were always on my search list. Muffler/tailpipe brackets, truck body parts, chains/tools always required a stop and inspection by me. Right size bolts/washers, tools came my way. To this day some, of my tools still display road rash.



*Uncle Raeman had an auto repair business and Uncle Tom has a chicken farm, "I learnt what I knowed from them two alternate-fathers." Uncle Raeman left school around third grade I think, to start a 11 bicycle business. In 1923 he went to auto mechanic's trade school in Phila. I have his homemade tool box that rides in my 1939 green Ford pickup to this day. He owned and ran Borden's Garage in Mickleton, NJ all his life. He had one helper, Hoppy, to do gas pumping and help a bit around the place. I have written about the wonderful things he did for his town and families. The town wrote to the Draft board that he was the only garage in town and all the farmers

counted on him for farm equipment repair. He also fixed home heaters and most anything broken. My aunt was the lady of the town and most sweet unless you tried to outdo Aunt Elizabeth at the local flower show or even tried to make lemon Butter ½ as good as hers... One time I was in his shop and a farmer called that a plow shaft had broken off. I went with Uncle Raeman to the farm, out in the field to the broken plow, we welded it back together, he charged the farmer \$0.50 cents and we went back to the shop. I questioned why not charge at least what the acetylene cost? He answered that the town had saved him from combat and he owed them his life. Proud I am!

*William Penn supposedly set foot on Phila soil there when he and his lady arrived from England {I'm related to her}. A cruise line left from there, crossed the Delaware River, then on to River View Park, Wilmington, DE and back. The boat brought under-privileged kids to a park next to where Frankie Heiss lives, as a free summer day trip. The boat picked the kids up on the way back. Occasionally, kids would toss deck rockers off the boat. At one time, all our front porch furniture was dark green wicker ware from the river. The river was always helpful to my parts chase: boards, nails, containers, etc.) {Funny, Sandy lived along and swam in Big Muddy in Plaquemines Parrish, well south of New Orleans, and I swam in the big river near to us: The Delaware, the "smellaware" to us as it was so stinky from Petro-pollution. After every trip on the river, we had an oil ring on the Grumman canoe to scrub off.

*What is the difference between handmade trains and Modern Era Standard Gaugers? Not much. I understand from train histories that 10 minutes after the first trains rolled out of the station, kids were marking blocks of wood with train silhouettes and sliding the together around in front of their hearths. We all love the sound of steel-on-steel and the songs of an engine at work. Most cases the homemade trains are one of one. MESGers make a few of each style and get tired of that and go back to the thrill of creating something else of a different model of train. Size seems to be of no matter. Big or little, rolling medal is a thrill for all of us trainiacs. Yo' all join in.

IN MEMORIAM

Henry "Hank" Amster, charter member of the NVRG, ascended to that great car show in the heavens on June 12 at 94 years old. He was the treasurer of the RG for almost 25 years! His personality always livened up the Board of Director's meeting. We kidded him as being "Treasurer for Life."

Hank was proud of his '41 convertible and always drove with the top down as he could not see out of the tiny back window. He drove it to all the club outings, including several national meets. He was a very enthusiastic and devoted member.

On one tour that took us over the Blue Ridge on Rt. 211, Hank made the climb without down shifting and bragged about it! We then called him "High Gear Hank in the Amster mobile."

Henry always looked forward to Hershey. He, Bill Selley, and I bought equal shares in a Sears 10x10 tent with the intention on using the money saved on exorbitant motel fees for car parts and easy access to the fields. This arrangement continued for 20 years! – Except for the one year that Hank bought a motor home which he soon sold. He always had issues with his air mattress that leaked and he ending up on the ground. Also did he snore!!

Henry loved to eat – it was always his job to set the time and the place to chow down when we traveled. And travel we did with Hank and Bea – many cruises, vacation rentals, and weeks at Amelia Island.

Born and raised in Cleveland, graduate of Miami of Ohio, two-year stint in the Army, and long career with Uncle as an accountant. I have been close friends with Hank since 1962 and miss him dearly. He and Bea were married for 43 years! May he rest in peace.

By Cliff Green



- September 9–10: Drive-in Movie Weekend
- Tuesday, September 19, NVRG Annual Club Picnic

Troops – I found this article in some of J.T.'s (my father, who passed almost 30 years ago) old shop papers. It is one of the best articles I've read on troubleshooting carburetor issues and fuel pumps. It addresses the problem with using the wrong power valves and power valve gaskets, which are so common now in the new carburetor kits. I hope you enjoy reading it as much as I did. *By Nick Arington*

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CARBURETOR SERVICE EARLY FORD V8, '94' STYLE

HOW DOES YOUR EARLY FORD V8 RUN?

Symptom: Does your beloved early V8 'starve for fuel', surge at cruise or wide open throttle, run rich, getting terrible gas mileage, or 'stumble' on take-off?

As you know, much has been written and documented on servicing early Ford V8 carburetors. These carbs are now 53 to 69-years-old [2001]. In my experiences, some fuel system items have deteriorated and caused symptoms [perhaps] differently than in the 'good ol' days.

Contents: This article includes servicing, cleaning, testing, and adjusting early Ford V8 carburetors from a generic standpoint, such as the Holley Model 94.

There are other models with similar configurations.

Always refer to the specific carburetor manual and overhaul kit specification and procedures. Service and adjust **exactly** to specifications. Using this approach, you will know what's right about your fuel system when finished. Also, you will be able to analyze running symptoms if they still exist or re-occur, after driving several miles or on a tour.

This article will provide new information regarding repair techniques. Service bulletins and carb overhaul kit information are **not** included in this write-up.

Please review the *Ford Service Bulletin* references at the end of this article on your specific application.

CARBURETOR CIRCUIT OPERATION

A brief overview of carburetor operation may help you while servicing your '94' carburetor.

Choke Circuit: The choke circuit richens the mixture during start-up. The closed choke blade causes a lot of suction during crank. When the choke is closed and the engine is cranked, fuel is

drawn out of the main circuit, accelerator pump circuit, and the idle circuit.

Float Circuit: The float circuit works like a toilet bowl float. When the fuel level drops, the float valve allows more fuel through the needle valve up to a specified level. If the fuel level is low, the main circuit will be lean and surging will result. If the float circuit is higher than specification, the mixture will be rich. Rich mixtures lead to 'drip', poor gas mileage, and fuel-fouled plugs.

Accelerator Pump: The accelerator pump circuit squirts a small stream of gasoline into the venturi area during the transition from the idle circuit to the off idle [and/or cruise] circuit operation. The pump squirts only when the throttle is moved.

Main Circuit: The main circuit flows vaporized fuel above idle rpm conditions through wide-open throttle [WOT] operation in proportion to the air flow into the engine. The main jet nozzle partially vaporizes the fuel mixture before discharge from the main nozzles. After discharge, the mixture is further mixed and vaporized with the incoming air.

The air fuel mixture flow [in correct proportions] is in proportion to the horsepower output measured at the flywheel or rear wheels.

Power Circuit: At WOT, the main circuit is richened up with a 'power valve' circuit that augments the main circuit fuel flow. In the Holley 94, the power circuit is a vacuum operated jet. At cruise, the power valve is off [this is often called the 'economizer' valve]. At WOT, the manifold vacuum is low [like 2" Hg]. The power valve allows additional fuel to mix with the main circuit fuel flow.

Off-idle Circuit: The 'off-idle' circuit allows extra fuel to flow through the idle circuit. This circuit [along with the accelerator pump] richens the mixture slightly during the time you suddenly open

the throttle for moderate acceleration. This circuit reduces 'tip in stumble'.

Overhaul Kit: Purchase an overhaul kit through a parts house specializing in antique car parts. Also, you may try an auto parts house. Kits can be ordered if not in stock. Identify the carburetor by model carburetor number [such as Ford or Holley, AAI, EC85, 8BA or ATAC number], or supply the year, make, and engine number for a car application part number. Be sure the kit includes a new needle valve and seat, and a new power valve. Take the carb to the parts house to match up the gaskets.

The overhaul kit is sealed. The contents can usually be identified and matched to your old gaskets.

If the kit is opened, the supplier will **not** credit you if it's the wrong kit.

The NAPA-Echlin kit part number is 2-5612 for a '94'-style carburetor. **Figure 1** is a photo of the '94'-style carburetor.

Let's get on with carburetor servicing.

BEFORE REMOVAL CHECKS

Road Test: If the car runs, note how quickly or how long it takes to start. A well-tuned Ford V8 should start within two [2] seconds, with a cold engine [mild, cold weather]. After warm-up it should easily start within one [1] second! Most well-tuned Fords start within one-half [½] second!

You will be pleased with a feeling of confidence if it starts in one-half second after warm-up!

When driving, note 'tip in' stumble as you open the throttle from a stop sign takeoff.

After warm-up, wind up the engine in second gear with the throttle floor-boarded. Does the car accelerate smoothly or does it surge during accel? If 'surging' occurs during acceleration, the fuel supply [pump] may be weak or the carburetor main and power circuit mixture may be too lean.

If 'bucking' occurs during acceleration, the ignition system may be defective [plugs, wire, points, et al]. For ignition [distributor] performance symptoms, review *Distributor Repair, Early Ford V8*, by Milton Webb.

Fuel Mixture: Back at your repair area and with the car running in neutral, rev up the engine to around 2000 rpm. Hold the throttle steady. Choke carburetor by hand slightly. Note rpm change.

Increase choking gradually until engine rpm changes. Keep holding throttle at the same position. If the rpm speeds up, while choking slightly, the mixture is lean. If rpm drops off [with no increase first], the mixture is rich.

If the rpm does not change, or drops around 25 rpm [2000-1975 rpm] at the same throttle opening, with a slight choke, the mixture is about right!

But, don't stop now! Continue testing and servicing; other carburetor stuff may be wrong!

Idle Mixture: Turn one mixture screw inward. Note rpm drop. If it drops, the idle circuit is working. Turn back out one-half turn. Then turn other mixture screw in. Note rpm drop. Then turn out one-half turn. If there is no rpm change, the idle circuit fuel, jets, or air bleeds are 'plugged'.

Accelerator Pump: With the engine off, view the carburetor top. Open the throttle slowly. Note accelerator pump squirt from the nozzles. A strong steady squirt is good. A weak or 'spurting' stream indicates pump circuit problems.

Drip: With the engine at idle, carefully look down the carburetor throat. The throat, venturi, and the top of the throttle blade should be dry at idle. If it is wet above the throttle blade, there is 'drip' and/or flooding from the carburetor bowl. Note where the drip is coming from. Look at the accelerator pump discharge nozzles, main jet discharge nozzles, and the carburetor bowl cover top to main carburetor body contact area. Are there any external leaks?

Read Spark Plugs: Remove all spark plugs. Inspect the inside porcelain below the center electrode. Black or sooty residue on the inside porcelain is caused by a rich mixture. Black and wet porcelain may be caused by a very rich mixture. A light, burned grey color is lean. A tan or orange porcelain indicates a good mixture. **See Figure 2.**

Fuel Pressure and Flow: Always measure fuel pressure and flow. Disconnect the fuel line from the carburetor. Attach a vacuum pressure gauge using a one-quarter [¼] rubber fuel line. Shim with a smaller hose to the gauge. Crank the engine for five seconds. The pressure should pump up to 1 ½ - 2¾ psi. **See Figure 3.**

Next, remove gauge and flow gas into a plastic bottle. Crank the engine for 10 seconds. The bottle should have one half [½] to one cup of gasoline. A

graduated baby bottle works great. See Figure 4. If the fuel pressure or flow does not meet specifications, check free flow [line disconnected at pump] from tank forward to pump.

Remove the fuel pump. Test the pump rod while cranking. It should move up and down a least three sixteenths [$3/16$] inch. Compare the length of pump push rod to a new rod. The push rod for a cast iron intake manifold is 8.87 [$8\frac{7}{8}$] inches long. The aluminum intake manifold needs a 7.97 [$7\frac{63}{64}$] inch push rod. See Figure 5.

Replace flex line: Cracks, you may not see, will suck in air causing vapor lock and low pressure and flow. If in doubt, replace the flex fuel line.

Fuel Pump Replacement: If it's old [over five years], replace pump and flexible fuel line, even if the car has been sitting.

Check the pressure and flow of the new fuel pump; if over 3 psi, install a pressure regulator between the pump outlet and the carburetor. Regulate to 3 psi.

I have experienced new mechanical and electric pumps with 8 psi pressure. If left unregulated, the carburetor will flood.

DISASSEMBLY, FIND THE CAUSE

Always look for the reasons causing your performance symptoms as you disassemble the carburetor. You may find causes for both lean and rich mixtures. Please review the reference material and the exploded figures supplied with carb re-build kits.

Removal: Remove carburetor. Were the mounting nuts tight? Are the carb body screws loose?

Float Level: Measure the float level and compare it to specification. If it is over one sixteenth [$1/16$] inch higher or lower than spec [lean or rich], you just discovered one reason for your performance symptom causes. See Figure 6.

Test Float: Remove float and shake. If there are chunks or liquid sounds inside, replace float.

Immerse the float in a pan of hot water to check for leaks. The air inside will heat up. If there are leaks, a small stream of bubbles will appear. See Figure 7.

Main Circuit: Remove the main discharge nozzles. Were the screws tight? Was there a needle

valve in the pump discharge circuit? Were there thin, soft gasket washers under the nozzles? Were the idle pick up tubes tight? Are they plugged up?

Power [Economizer] Valve: Remove the power valve. Then look for fuel wetness on the vacuum side of the diaphragm and in the main throttle body casting cavity. Wetness on the intake manifold vacuum side is an indicator of a rich mixture.

The power valve gasket must be the 'soft' kind. If it is a fibre gasket, it was leaking gas, guaranteed! This one item is the most common mistake in re-assembling a 94-style carburetor! See Figure 8.

Carburetor: Be sure and install a new soft gasket and a new power valve during re-assembly; this is included in the gasket overhaul kit.

Throttle Shaft: Check the throttle shaft for up and down looseness. If the movement is minimal, and it doesn't bind up upon opening, it's OK. If it is sloppy one-sixty fourth [$1/64$] inch up and down play, replace the throttle body! If it binds and the shaft is not sloppy, loosen throttle plate screws and re-center the throttle blades in the throttle bores.

Generally, the throttle blades and shaft are OK; be sure and check for excess wear. If left loose, rough idle may result. See Figure 9 for checking throttle shaft wear.

Main jets: Remove the main jets. Buff off the side of the jet to reveal the jet number. Most 94-style carburetors have '46' up through '51' jets. Gauge the jets using number drills. Make sure both are the same size. Do not change the jet size. Do not fill with solder and re-drill.

Test the jet diameter using 'number' drills. For example, on a jet stamped 46 the jet orifice diameter is 0.046". In this case, a #57 drill bit [0.043"] should easily fit in. A three sixty-fourth [$3/64 = 0.469$] inch drill bit should not go into the jet. Admittedly, this measurement is not very precise. However, you can easily judge if both are the close to same size, and/or if the jets have been drilled out 0.010" [I have experienced these extremes]. See Figure 10.

If the jets are OK and near the specified sizes, reinstall the **main jets without gaskets. Do not change the jets.** Repair, replace and adjust all items to specifications. Then, after the road test, inspect spark plug inner porcelain before considering a jet

change explained above and at the end of this article.

Parts Check: Use the overhaul kit 'exploded view' figure. Compare all the parts you removed from the carburetor to the figure.

Cleaning: Purchase a carburetor cleaner kit [round bucket] at the auto parts store. Immerse metal parts only. Do not immerse gaskets or the accelerator pump. Soak for two hours. Drain parts. Wash with water. Look for small water streams to exit all holes from all circuits.

Blow dry with air. Clean cast iron throttle body with a rust remover i.e., 'metal prep'. Paint the throttle body with high heat dull black spray paint. This will make it look new.

Do not paint mid-section or top choke throat parts. The carb cleaner will usually leave these parts looking nice. Buff the steel linkage to brighten and for rust removal. If you are into 'show', you choose the finish.

RE-ASSEMBLY, BENCH ADJUSTMENTS AND TESTS

Throttle Body: Check the throttle blade contact with the throttle bore. If not centered, loosen screws slightly and center the blades. Tighten screws. Check the throttle shaft up and down play. Up and down play should be barely susceptible. If over $\frac{1}{64}$ ", replace the throttle body. **Review Figure 9.** Throttle Shaft Wear.

Install idle mixture screws and pre-set equally to one and a half turns [$1\frac{1}{2}$] open.

Mid-section: Install a new power valve using a new 'soft' gasket. Tighten to crush new gasket. **See Figure 11.**

Test pump inlet check ball. Do you hear a click when turning the carburetor mid-section upside down? If not, remove inlet, check retainer clip, drop out pump inlet check ball and clean port.

Using a new gasket, install the throttle body to the mid-section. Tighten three screws evenly. Crush gasket.

NOTE: Gasket overhaul kits include two or three gaskets similar to each other. Select correct gasket by being sure all carb holes match the new gasket. Also, compare new to old gasket. Hopefully, it will be a correct match!

Install main jets [no gaskets] and main jet outer plugs with new fibre washer gaskets.

Install accelerator needle [pump discharge check valve] into mid-section body. Set pump discharge nozzle with new pump nozzle washer on top of pump inlet passage.

Install air bleed plugs and the idle pickup jets into the discharge main nozzle body. Select four very thin soft washers and place on main discharge nozzle seats. Place discharge nozzles and clamp with nozzle bar clamps. Tighten bar clamps screws evenly. Caution: The nozzle air bleed castings must be toward outer side of carburetor. **See Figure 12.**

Install new pump plunger onto pump operating arm. Install pump into the mid-section. Connect accelerator pump connecting link to throttle arm on throttle body. Check for binding of linkage.

Test accelerator pump by filling the bowl with clean solvent [paint thinner] above inlet port in bowl. Do not use gasoline. Operate pump several strokes. Note solvent discharging from both pump discharge nozzles. **See Figure 12.** If no discharge during this test, re-check the pump inlet check ball, and the outlet pump check needle. Use the exploded views of carburetor kit instruction sheet or the appropriate section of a motor manual for reference.

Float Adjustment: Install new needle and seat with a new fibre washer. Make sure the screwdriver blade is large enough to fit the needle seat slot so it won't slip when tightening.

Invert the air horn measuring the float level from the air horn machined surfaces to the top surface of the float. **Review Figure 6.** Review reference material and carb kit specification sheet. It must be at specification.

Invert the air horn to measure float height. If you need to adjust for a lower or higher fuel level, **bend the float arm tang with needle-nose pliers after removing the float.** **See Figure 13.**

Then, check the float drop. It must be at specification. **See Figure 14.** Measure with air horn in the normal position. If the float drop is less [higher] than spec the fuel flow may be restricted into the bowl resulting in a lean air fuel mixture. If left lower than spec, the float may bind on the carb bowl sides causing flooding. **See Figure 15 and 16.**

Assemble the air horn to the mid-section with a new gasket and tighten screws evenly.

Check choke linkage for binding.

Fuel Line Inlet: Check for good threads and seat in carb air horn. If cross-threaded, install an inlet fuel fitting. Remove float and needle to clean out filings, if any.

Do not use Teflon tape.

INSTALLATION, CARB AND FUEL LINE

Base Gasket: Use a new base gasket. Smear a thin film of gasket maker on both sides of the base gasket. Wipe off excess [no goobers!] Install and tighten nuts evenly.

Fuel Line: **STOP!!** Leave fuel line disconnected from carburetor. Using a plastic container, crank engine with key off for 10 seconds running gas into the plastic container. Make sure the gasoline is clear **before** hooking up the line to the carburetor.

If you plan to drive the car, install a one-quarter [¼"] inch tubing premium fuel filter in the line between the fuel pump and the carburetor.

The reason for all this is you don't want to contaminate your freshly cleaned carburetor with a possibly dirty fuel supply system. If the gas is dirty or unfiltered, the needle and seat may allow carburetor flooding.

Never, never use Teflon tape. If you have a fuel line leak, change the fittings, compression seals, or tubing.

START UP AND RUN

Pre-check Flooding: **STOP AGAIN!** After hooking up fuel line as described above, crank engine for 20 seconds with key off. This pumps fuel into the carburetor bowl filling it up to the correct level. Let it sit for one [1] minute; watch for flooding between the air horn and mid-section. It should remain dry. Look down carburetor throat [engine off] for gasoline 'dripping' out of the pump discharge or main discharge nozzles: If dry, all is OK, so far! Then, open the accelerator two times. There should be a good squirt by the time you open the throttle, the second time.

Start up: If your ignition, spark, timing, starter system, and engine compression are in order the engine should start up within two seconds after beginning the crank.

Finally, crank and start! A slight short choke may be necessary.

Rev the engine slightly to clear out minor flooding. Did the oil pressure come right up?

As the engine warms up, look down the carburetor with your eyesight angled off center from the carburetor top, for safety reasons, in the event of a backfire up the carb throat. Open the throttle and watch the accelerator pump nozzles. There should be a nice fine stream of gas out of both pump outlet nozzles as you move [open] the throttle.

Hold the rpm steady at 1500. Note main discharge nozzles. Does the discharging gas look like it's well vaporized? This is normal. Let the engine idle. Look down the carb throat. Are the tops of the throttle blades dry? If wet at idle, 'drip' or flooding is occurring.

If all the above passes the inspection criteria, continue on with idle mixture adjustment.

Idle Mixture Adjustment: Balance the idle mixture screws and adjust the idle rpm. Adjust the speed to your likeness [400-500 rpm]. Start with both mixture screws turned out around one and half [1½] turns.

Adjust one mixture screw in, clockwise [leaning], listening for an rpm increase. Continue screwing inward, slowly, until the rpm drops from peak rpm down to just below peak rpm. Then turn idle mixture screw out, counter-clockwise, until peak rpm is just starting to occur. This is around one-half [½] turn towards the rich side. Adjust the other idle mixture screw the same way. Both barrels should now have a balanced idle mixture. If the idle speed is above 500 rpm at this point, reduce rpm by adjusting throttle stop screw outward [counterclockwise].

Lowering the rpm without changing the mixture screws will richen the idle mixture slightly.

Mixture check, main circuit: Rev the engine to 2000 rpm and hold the throttle steady. Slowly, apply the choke while holding the throttle at 2000 rpm, listening for an rpm change. If the rpm picks up slightly [2000 to 2050 rpm] the main circuit mixture is close.

If the rpm drops off immediately upon applying slight choke at 2000 rpm, the mixture may be slightly rich.

Leave main circuit mixture as is for now.

ROAD TEST, SYMPTOM RE-CHECK

It's time to road test your car evaluating for good performance.

Hesitation: Accelerate, in low gear, using a 'light' throttle. There should be no hesitation [momentary 'cough'] as you open the throttle to take off.

Did the car 'buck' or 'hold back' when first taking off from a stop? If so, re-check the accelerator pump squirt.

Are the base timing and point gaps correct? Are the advance and the vacuum brake on the distributor operating at spec? If not, review the article entitled *Distributor Repair, Early Ford V8* by Milton Webb and/or the *Ford Service Bulletins*.

Cruise Surge: Cruise at 50 mph. It should be smooth with no 'holding back'.

Note whether the car has a light 'surging' feeling at a steady throttle. If so, re-check fuel pressure, flow, and for a cracked rubber fuel line at the fuel pump inlet. Cracks in the fuel line can cause sucking in small amounts of air. Re-check ignition and advance as referenced above.

Full Throttle: Accelerate at wide open throttle [WOT] through first, second, and third gear. Shift at around 3000 rpm [no speed shifting!]. Note stumble or hesitation during shifting.

Note smooth acceleration with no surging or bucking. Also, listen for pinging. If surging is evident, re-check fuel supply, float height, and/or jet size. If it's bucking, re-check ignition system, spark plugs, coil, and wires as referenced above.

Blow it out for 100 miles.

Plug Check: After 'blowing it out' for 100 miles, re-check plug inside porcelain color. Normal is tan to orange on the electrode porcelain. This is a good indication mixture is OK. **Review Figure 2.**

Inspect the plugs after you have driven the car 100 miles. Check for black soot. If black, lean mixture by lowering fuel level one-sixteenth [$1/16$ "] inch below specification; raise float one-sixteenth [$1/16$ "] above spec, air horn inverted.

Idle Mixture: After 100 miles, re-adjust idle mixture as referenced above. Engine conditions change because of carbon deposit change. If the mixture before repair was rich, and is normal after repair and 100 miles, carbon deposits will change, resulting in idle mixture changes.

Surging Still Exists?: If hesitation or surging still exists, re-check float height. All must be at spec. Then try increasing main jet size **one step** [Example: from jet size 46 to 47]. Re-check surge at cruise. These slight adjustments may also cure slight hesitation upon take off.

TOURING

ENJOY! Take your tools just in case!

Last Thoughts: I trust, by now, you will appreciate all what can and does go wrong with 54-year-old or older [2002] carburetors! As you have read, studied, or practiced, you will understand all the 'stuff' and time it takes in getting your V8 running right.

REFERENCES

'32-'37: *Ford V8 Service Bulletins*
Lincoln Publishing Company, Inc.
ISBN 911160-32-9

'38-'40: *Ford V8 Service Bulletins*
Post Motor Books
ISBN 0-911160-33-7

'41-'48: *Ford V8 Service Bulletins*
Post Era Books
ISBN 911160-34-5

It's Finally Back! Drive-In Movie Weekend, September 9 & 10

It's been four long years since we've been able to enjoy this favorite NVRG Touring Event, the September Drive-In Movie Weekend. Plans are underway to make this happen and we'll be following our time-tested schedule, i.e., leave Saturday afternoon and have a leisurely drive to the Upper Shenandoah Valley, arrive at our hotel and check in, have dinner, and then go to the Family Drive-In in Stephens City, VA. We'll be arriving at the Drive-In at the end of a local car show and many of the cars at that show will be staying for the movie so we'll have a chance to check them out before the start of the two movies, one of which has traditionally had a car theme. On Sunday, after breakfast, we may take in a local historic attraction or do something else of interest before heading back home. Be sure to save the date and **let me know right away** if you'd like to join us so I can make appropriate arrangements (handcdubois@verizon.net or 703-476-6919). Then watch your email for additional details and be ready to have a fun time on this tour!



2024 NVRG Calendar Coordinator Needed

Cliff Green recently informed us that he will have to step down as our NVRG Calendar Coordinator. Our first NVRG calendar was produced in 2006 and has been published every year since then. The calendar is one of our major fund-raising resources. In addition, we use it to thank the numerous organizations that support our club in various ways: the City of Fairfax for the annual May car show, the trophy sponsors of the show, *Valve Clatter* ad sponsors, editors of the *V-8 Times* and the Early Ford V-8 Foundation and Museum newsletter and many more.

The calendar is also part of the NVRG brand. We produce the *Valve Clatter*, a consistent "Top 5" performer in the National's newsletter contest. Our RG steady membership numbers make us one of the largest Regional Groups in the Early Ford V-8 Club while other club are struggling to remain viable. We've got a robust touring program and put on top and informative monthly meetings. Our revised website is getting better and better. The National Meets we've held all received critical acclaim. The annual calendar is just one more visible example of the type of club we are.

So, what skills do I need to produce the calendar and can the calendar be produced by a team rather than one individual? In the past, the calendar has been produced using both approaches. A typical team might one person doing the layout/compilation with the other team member rounding up all the photos and doing any necessary touch-up work to make them print ready. If you've got the luxury of three teams members, maybe the third member would handle the printing and distribution. It's all up to those who step forward to decide. All you need are some modest computer skills and the desire to help the NVRG remain one of the flagship Regional Groups of the Early Ford V-8 Club.

Cliff Green and Ken Burns have offered to help the new individual or team produce the 2024 calendar any way needed. They have a layout template and the 12 print-ready monthly photos plus a photo for the cover available to ease the new team's production of the 2024 calendar.

The Board of Directors needs your help in keeping this vital element of the Northern Virginia Regional Group up and running. Contact any board member to volunteer.



2023 NVRG ANNUAL CLUB PICNIC

Let's Drive Our Old Fords

WHEN: Tuesday, September 19, 2023 – RAIN or SHINE

TIME: 11:00 am to 3:00 pm – You are welcome to arrive early and depart later. We have Shelter 4 all day.

LUNCH TIME: 12 Noon buffet style

WHERE: **NOVA PARKS** – **Occoquan Regional Park**
9751 Ox Road
Lorton, VA 22079
SHELTER 4

FOOD: Provided by Willard's Real Pit BBQ

Choice of:

- Pulled Chicken
- Hot Smoked Sausage
- Sliced Beef Brisket
- Sandwich Rolls
- Cornbread
- Baked Beans
- Potato Salad
- Green Beans
- Homemade Pickles
- BBQ Sauce



WHAT SHOULD I BRING: **DESSERTS ARE WELCOME**
A comfortable folding chair if you wish, your favorite beverage (non-alcoholic)

COST: \$13.00 per person

PAYMENT: Please make your checks payable to NVRG

MAIL CHECKS TO: Joe Freund
650 Springvale Road
Great Falls, VA 22066-3304



TRIVIA by Dave Gunnarson

Test your geography knowledge with these questions: Answers below. *No peeking!*

Question 1: John leaves Northern Virginia and drives to Dearborn to attend the Grand National Meet. Larry leaves Northern Virginia and heads as far west as he can while remaining in Virginia the entire time. Who ends up farther west?

Question 2: Which Ford manufacturing plant, River Rouge Plant in Dearborn, Michigan, or the Windsor Plant in Ontario, Canada, is farther north?

Question 3: Ford's Richmond assembly plant is located in which city?

- A. Richmond, Michigan
- B. Richmond, Virginia
- C. Richmond, California
- D. Long Beach, California

NEW MEMBER WELCOME

WELCOME TO THE NVRG!

Stephen and Sharon Blancard of Fredericksburg, VA, are our latest NVRG members. We have member Terry Thomann to thank for promoting our club and bringing his friend Stephen to us. Members reaching out to others is a wonderful way of sharing the NVRG spirit and keeping us going. Thanks, Terry!

The Blancards own a lovely 1935 Fordor Deluxe Touring car pictured here. A big *Welcome* to the NVRG to the Blancards. We now have 123 members/member families!



Trivia Question Answers

Answer 1: Larry ends up in Ewing, Virginia, near the triple State point (VA-TN-KY), which is 28 miles farther west than Ford's River Rouge plant in Dearborn, Michigan.

Answer 2: Ford of Canada's manufacturing plant across the Detroit river in Windsor, Ontario, is less than one mile north of the River Rouge plant in Dearborn, Michigan.

Answer 3: In 1930, Ford built a west coast assembly plant in Richmond, California, across the Bay from San Francisco.



NOTE: The “Automart” is maintained and updated by NVRG member Nick Arrington. If you have a submission, update, or correction, please contact Nick at nta1153@verizon.net. To be included in the upcoming issue, ads need to be submitted by the 18th of each month. ****WANT AD GUIDELINES****: Ads expire after running six months. The expiration date (the issue in which the ad last runs) is listed at the end of each ad. Expiring ads may be extended another six months at the request of the ad submitter.

VEHICLES FOR SALE

1931 Ford Model A. Garage-kept NC car now located in No. VA. Starts and drives beautifully. Original condition. Interior very nice. No rust but paint peeling in some areas. Underneath clean. \$23,500. See more pictures at <http://www.clcpotomac-region.org/31fordforsale.htm> Contact **Jim McKoy** at gmoneyflowing@gmail.com or 240-708-3408 (call or text) – Serious inquiries only. (2/24)



1936 Deluxe Phaeton, the “President’s” Car. Offered by the “FDR Living Museum.” Excellent condition; nearly identical to FDR’s personal car (now located at Hyde Park, NY). This Phaeton was used for 30 years by renowned FDR re-enactor Delmas Wood, seen at events by over 2 million people and

ridden in by many historical figures. Fully restored, AACA winner, show condition. Rare as these are, this is not your typical 1936 Deluxe Phaeton. This one has its own history and so much history of World War II associated with it. Museum accepting a responsible offer. Contact **Jim Crawford** 301-752-0955. (2/24)



1986 Ranger long bed. Fuel injection, 4 cyl., 64K miles. Zero rust. No A/C or power windows. Belts, hoses, tires, battery, wheels replaced. \$5,000. Contact **Cliff Green**, 703-346-1458. (1/24)



1936 Ford 4-door sedan. Reported to be very original low-mileage car. \$16,500 OBO. Contact **Art Bragg**, Winchester, VA. 540-550-1496. (10/23)



1951 Mercury 2-door sedan (loc. CA): Original V-8 engine, mileage unknown. Automatic transmission, good tires. Very good original style upholstery. Paint is very good with some minor chips. Original color, nice chrome, body very solid, no rust. \$26,000 OBO. Contact **Mike Sanders** (selling the car for a friend). 559-916-1934, phone call or text. (06/23)



PARTS & ACCESSORIES FOR SALE

1935-'36 Original parts. Sheet metal, locks, gauges, spark plugs, handles, wheels, bumpers. Also '48 Mercury frame with Engine and OD \$395. '53 Mercury Engine w/auto trans \$750. '41 NOS front fenders (top) pair \$450. '40-'39 NOS running board, right \$395. '38 NOS RF fender, standard \$375. '38 radiator (nice, no leaks) \$195. **Jim Crawford**, 301-752-0955. (2/24)



Books and Judging Manuals. Ford Parts & Accessories "Green" Book; older version 1932 Ford Judging & Restoration Guide; 1940 Ford Restoration Book; 1949-51 Ford Restoration Book. Make an offer. Call **Bill Selley**, 571-239-7570. (1/24)



Flat-o-Matic Automatic Transmission Adaptor by Cornhusker. Use a C-4 behind a 8BA or 59 with bell housing adaptor. Asking \$300. Contact **Nick Arrington** at 703-966-8422. (11/23)



'48-'50's used truck heater box/fan assy. No duct work. Might be genuine Ford. Asking \$100. Contact **Al Edwards** at alfromva.com. (11/23)



Free: Steve Groves' large collection of car magazines. Collection includes *AutoRestorer*, *Hot Rod*, *V-8 Times*, and others. **Diane Groves**, 301-530-7411 or dyanamo@hotmail.com. (10/23)



Miscellaneous: Table saw; small air compressor; 4-wheel SS shop cart; 6" socket set; Dremel tool; Wet/dry vac. **Cliff Green**, 571-239-7570. (10/23)

SOLD



'32-'34 Inside Door Handles and Window Crank Handles: Inside door handles and window crank handles (standard and deluxe versions) and matching escutcheons for '32 cars, '32 commercial and trucks, '33-'34 cars (including commercial and trucks up to '37). All new, unused, excellent Drake reproductions in original packaging. **John Ryan** at john@ryanweb.com or 240-271-4097. (08/23)



'32 Headlamp Reflectors: Both Standard (2 bulbs) and Deluxe (1 bulb) versions available. These are new Drake reproduction original-type reflectors in original sealed packages and not currently available from the major commercial vendors. **John Ryan** at john@ryanweb.com or 240-271-4097. (08/23)



Four slightly used black wall, all weather, radial tires, size 205/75 R 15. Perfect fit for a shoebox Ford. Production date: 31/21. Less than 600 miles on them. I recently traded them for white walls. Half price at \$100 each. **Bill Simons**, 202-734-2211, bsimons@rustinsurance.com. (07/23)



Four beautiful 1950 Ford Crestliner hubcaps: No road rash, dents, dings. Only need touch-up on the black painted circles and Ford name. Polishing would make them show quality. Perfect for a nice driver car. \$250 plus shipping for all four. **Otey Pemberton**, Henrico; (804) 261-6646 or oteypemberton@gmail.com. (05/23)



PARTS & ACCESSORIES WANTED

In the market for a **replacement exhaust for my '29 truck**. Mine is split wide open and it scares me a bit (see photo). Looking for a spare to buy. **Jereme Macready**, jereme.macready@gmail.com (01/24)



1952/53 Ford Wagon, Courier Sedan Delivery, Convertible or Victoria. Looking for driver quality car, old original or car needing minimal work due to storage issues, etc. No rusty or long-term projects. Prefer Automatic or Manual with Overdrive. Contact **Nick** at nta1153@verizon.net or 703-966-8422. (01/24)

August 2023 NVRG Membership Meeting

Antique Vehicle Modifications for Long-Range Touring

Presented by Jim Baker

We get to hear from Jim Baker, who has toured with his Model A town sedan all over the world, from Australia to Europe. Fresh out of a brief maintenance period, the car is ready to continue touring. At the August meeting, Jim will present a discussion of the modifications he has made to his car that help meet the demands of the type of long-range touring he does. Engine, drive-train, brakes, interior, comfort items are all up for discussion. There are many changes he truly enjoys and some, if given the choice, he would not do again.

The presentation will have an extensive photo display with the intention that Jim will touch on different areas to open up discussion with the audience on the pros and cons of different modifications. While the car is a Model A, much of what Jim has done carries over to the Early Ford V-8 era. This is an opportunity to learn a bunch from a highly experienced tour driver who has taken the time to thoughtfully consider how to make the touring experience very successful!

Date: August 8, 2023

Time: Doors open 7 PM, meeting starts at 7:30 PM

Location: Green Acres Community Center in downtown Fairfax

If you are unable to attend in person, the meeting will be broadcast live on Zoom. If all goes according to plan, the speaker will have a microphone, so you should be able to listen to the presentation while it happens. At the end of the presentation, I'll take everyone off mute so you can ask questions. This will be the first attempt to do this, so please be patient. Here's the Zoom connection information:

Zoom Meeting Link:

<https://us02web.zoom.us/j/83263956974?pwd=MXE0TVJ6V3pkZlJrWnJmaU02RTB5dz09>

Meeting ID: 832 6395 6974

Passcode: 576574

Phone: 301-715-8592



NVRG 2023 Events Calendar



August	
8	Membership Meeting – 7:30 PM. Program: Antique Vehicle Modifications for Long-Range Touring; Presenter: Jim Baker; Location: Green Acres Senior Center.
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
29	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
September	
9–10	Drive -in Movie Tour – See details page 27.
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
19	Annual Club Picnic – Occoquan Park – Details to follow.
26	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
October	
10	Membership Meeting – 7:30 PM. Program: Hershey Review ; Presenters: Hershey Attendees; Location: Green Acres Senior Center.
11	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
31	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Looking Ahead!



- September 9 – Drive-in Movie Tour
- September 19 – NVRG Club Picnic
- October 24–26 – Fall Tour

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NVRG Car of the Month
Von Hardesty « 1947 Mercury Coupe



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