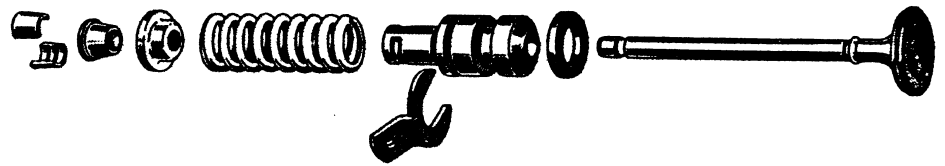




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA Regional Group 96

<http://clubs.hemmings.com/v-8northernvirginia/>

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Cliff Green Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004



NATIONAL COMMITTEE MEETS

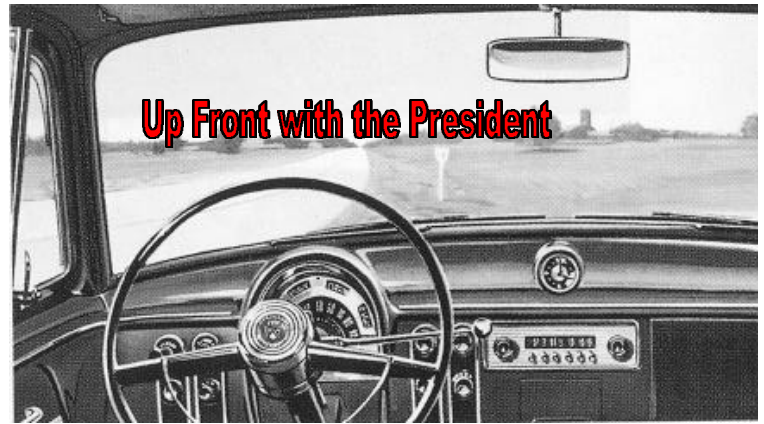
The Chairs of the National V8 2007 Meet met at Dave Gunnarson's home on March 18th. We have a plan that is in place and are well advanced this early in the program. The logo for the meet has been finalized. A simpler design is being considered for pieces requiring embroidered.

The entire Committee is posed here (with the exception of Concourse Chair Leo Cummings) by the trailer that was purchased by Bill Simons. We have the use of it for as long as necessary to transportation the 60 hp display engine. Thanks, Bill.

Pictures below show the Dave Gunnarson designed modifications, under construction. Dave welded up the frame that supports the 3/4" plywood. The side panels are divided so that the top 2/3's swing up and the bottom panel down to reveal the display. The trailer will have the Meet Logo and prominent

sponsors on the sides along with a lazy V8. The bottom panel will act as a shelf to hold literature, flyers and items for sale. The V8 display will have the capability of being rolled into hotel lobbies for promotion. This feature will be designed and fabricated by Steve Pieper. We hope to have the engine back in Virginia in time for this month's meeting – come see it!





April 2006

Boy, am I sore! No, not that kind of sore. I'm the kind of stiff and sore that you get from spending a large part of the last two days working under the car: the good kind of sore. I've have had a pesky rumble coming from the rear of the '53 whenever I go above 60 mph and this spring I decided I'd better check it out. One thing led to another and I pulled the rear axles and the third member of the differential. In addition, I have a brake wheel cylinder leaking. So, now I'm replacing the master cylinder, the wheel cylinders, the brake lines and hoses and, of course the brake shoes. My goal is to have this all done by the first tour of the season. That's ambitious but I think I'll make it. I hope your early Ford V8 is tour-worthy or that you have a plan to get it ready soon because we've got some great spring activities lined up for the NVRG.

Hank Dubois and **Leo Cummings** have been combing the back roads to plan the Poker Run for April 22. **Don Lombard** will be joining them in their efforts as they finalize the tour. This is always a nice spring outing combining many elements: touring in our old Fords; a road rally following sets of directions to the next check point; a scavenger hunt as everyone tries to answer questions along the way; socializing at the post tour lunch; and, yes, even a little bit of poker. I understand that we will be touring in a new area, which should add interest as well. Hope you can make it (and, by the way, if your old car isn't ready, come on out in your modern car)!

Right on the heels of the Poker Run is the wine tasting at Willowcroft on May 6. You wouldn't think it would get much better than sitting on a lawn in the country on a nice spring day surrounded by early Ford V8's, while picnicking and drinking gratis wine. (And it doesn't hurt that our club gets a donation for arranging to have our cars on display.) However, it does get better. This year, prior to the wine tasting, we will be touring Pres. James Monroe's home, Oak Hill, on Rt. 15. This home is privately owned and is not normally open to the public. We have **Bill Simons** to thank for organizing this visit and **Don Lombard** for arranging the wine tasting. Give Don a call to sign up for this tour!

Also, our car show is just around the corner. **Dave Westrate** has things well in hand and has had the brochures and signs redesigned and updated. Applications have been sent out so get your car (that's really *cars* for those collectors among us) ready and think about how you want to help out at the show. In addition to all the cars, one of the great things about this show is how all the club members work together to make it happen.

Finally, we've had a lot of activity for the 2007 Eastern Meet. **Dave Gunnarson** arranged the purchase by **Bill Simons** of a trailer to transport a V8 60 for meet publicity. **Dave, Cliff Green, Bill Selley** and **Hank Dubois** have been doing some fabrication on the trailer to get it ready. Also, as registration co-chairs, **Patty Girman** and I want to announce that **early registration is open for the meet**. While we don't have all the registration materials together, several NVRG members have already sent in the registration fee with a check made out to VA-V8-07. Early registration is \$65 and really helps because it provides the much needed start-up funds to launch the many activities necessary before the meet. Several members have even paid the full registration fee of \$75 early to help out. Please consider sending in your registration fee to Patty or me now. It will really help the club.

As you can see, NVRG has a lot of activities planned for this spring. Hope you see you out in your early Ford V8. **JOHN**

WHAT'S A CONCOURSE D'ELEGANCE?

Hank Amster



What, you don't know? Never been to one? Well, neither had I. That is, until the weekend of March 11-12, when Bea and I were fortunate to attend the Amelia Island Concourse d' Elegance in Florida. The show, restricted to cars by invitation only, consisted of over 300 classic, impeccable, mostly high dollar autos in addition to displays of concept cars by Daimler-Chrysler, General Motors, and Jaguar. It was held on the posh fairways of the posh Amelia Island Ritz-Carlton Hotel's posh golf course. Now, are you getting a better idea of what a Concourse d' Elegance is? You've probably heard of the one held at Pebble Beach in California. While the folks who stage the Amelia Island one (it's a charity affair) profess not to emulate the Pebble Beach one, some say it surpasses it in class. It's really first class all the way, including admission fees of forty bucks per person!

We were joined at the event by fellow club members Dave and Norma Blum, Sandra and Cliff Green, Wendy and Steve Pieper, and Bill Selley. The featured marque for the show was the Stanley Steamer. Imagine seeing over twenty of those rare vehicles steaming along in unison. Well, we all did. They paraded the Friday before the Sunday show over to the nearby quaint historic fishing village of Fernandina Beach and parked on the main street there for the many spectators to oogle, ah, and kick their tires. The owners were most congenial and went to extremes to explain the workings of their particular machines, which covered the earliest years of production to the final year. The differences were very significant.

On Saturday before the show, RM Auctions conducted an auction of high dollar (I used that word before, but they were) cars in a large tent on the hotel grounds. That in itself was a car show alone. Bloody Mary's and Mimosas were served to keep the bidding crowd congenial. For we spectators, there were free bottles of water. Dave had to restrain himself from bidding on a 1936 Plymouth. He said it was overpriced, it went for \$8,000.

The weather was so beautiful we couldn't continue sitting inside the tent watching the auction, so I can't describe the goings-on there any further. But we did get a chance to view the cars outside the tent as they were preparing them for entry into the auction. Check with Dave for more auction particulars—he stayed until the bitter end.

Sunday was concourse day. What a sight to see all those beautiful cars lined up in their assigned spaces in fairways 1 and 2 of a gorgeous setting overlooking the Atlantic ocean.

There were representatives of almost every imaginable make, including many exotic pricey foreign car models. And believe it or not, there were indeed some flathead V8's in the show group. My favorite was a '37 Darrin bodied roadster. It was the first time I'd seen this car.



It sat next to Edsel Ford's custom built '34 touring roadster, which we'd seen at previous V8 National meets. Bea liked a 63 Buick Roadmaster convertible. There was a lot of heavy metal there (not the musical kind): Rollsies, Mercedes, Dusenbergs, Cadillacs, 4 holer Buicks, 98 Oldsmobiles, Jaguars, Lamborghinis, Aston Martins, Bentleys, etc. They were divided into classes and judged by over 100 prominent persons in the hobby who were invited to do the honors. NVRG member Ken Gross was one of those judges.

The concept cars were a hoot! Chrysler's were outstanding, as were GM's, including its new proposed Camaro. Also on exhibition was one of the General Motors Futureliner exhibit buses recently restored by members of the truck historical society. It was part of a fleet that tooled around the country promoting GM's goodies in the forties.

At awards time, each winning vehicle's owner cranked up his jitney and drove it down the center of the fairway to receive his trophy. That's probably the farthest many of them had been driven for years—a par five hole of 530 yards!

The show was a wonderful experience for Bea and I, as it was for the many thousands who attended—yes, thousands. The weather was outstanding, the scenery beautiful, and the crowd more congenial than you can imagine. Our group was totally impressed with the event. If you ever get the opportunity to view a spectacle like this, do it. You'll remember it the rest of your life!

MY 1951 V8 PANEL TRUCK ODYSSEY

Continued)

Al Edwards

After that I turned my attention to the fuel system. The engine was running pretty rough and I thought maybe that the gas tank was cruddy, so I pulled it down using blocks, a jack, some milk crates, and a few 2x4's. The tank was a bloody mess and I knew it would have to be boiled out, resealed, and finished on the outside. That was a real project. I finally did locate a real old-time radiator guy over on Rt. 7 in Seven Corners, down near the old location of Joe Theisman's restaurant. He boiled it out and put gas tank sealer in it. He also cleaned up the outside fairly well but I was left to take off a lot of old crud and paint. I used rust remover and then followed up with a couple of coats of Captain somebody's paint that I picked up a Carlisle. I can't remember the name of the product but it worked great and was a nice silver color. The can said it was not suitable for exposure to sunlight but it was going back under the car so it wouldn't be a problem. I also did the straps and got some cork strapping to put between them and the tank so there would be no chafing. I found a new sender unit and installed that and was ready to put the tank back in the truck. My recollection is that I never again wanted to do that again by myself. I used all the stuff I used to take the tank out plus two hydraulic jacks, and discovered muscles in my neck and shoulder that I had probably never used before. With a new fuel line and connections, I once again had a running truck. It still ran rough so now I figured there was crud in the carb and float bowl but it's turn would come afterward.

Now, there was the matter of the rest of the truck to do. I must confess I picked away at it a bit here and there, but my lack of garage space and other amenities (such as a lift) kept me from doing much other than going out back and starting the old girl once in awhile and running it up and down our 600ft driveway. I was also limited by weather. I couldn't work on it in the winter or when it rained, and there were hot days when it just wasn't fun to work on it with the sun pounding down on the canopy and I was always busy with my job. Then, a stroke of good luck – I had a friend who had built a large garage in nearby McLean. He said I could keep the truck INSIDE in his heated garage for a while, so I moved it over there. I thought it was great but soon realized that I did not feel comfortable doing sanding or any other body or mechanical work on the truck at all. The garage was just too pretty and he had some other very valuable antique buggies and other cars in there that I did not want to cover with primer, over spray or sanding dust. So, it was just another year or so of great inside storage. I did manage to install an entirely new wiring harness (Tyree's Wires) so the thing wouldn't burn itself up and put on new chrome tail lights, but I couldn't do too much more.

By the way, I finally did the thing I should have done within the first 5 minutes of owning the car – I put a battery disconnect on it, because it almost DID burn itself up – the insulation on the wiring had simply turned to dust and there were exposed wires all over the place. It's a good idea for

any antique auto to have one, even if it does have a new wiring harness.

I finally joined the NVRG. Through my membership, I found out about Ben McDonald (MAC's Garage) in Stuarts Draft, VA and asked him if he could do some of the work that I had neither the time, space nor the tools required, Ben agreed to take the truck and even picked it up back at my house in Great Falls and trailered it down to his garage for me. I wanted to have a totally new exhaust system put in as well as a number of other items done on the truck. Well, Ben was a Godsend! He did put the new exhaust in for me, but among other things, he did the following items, some of which just popped up as we went along:

New hoses – upper/lower

New spark plug wires

New plugs, points, condenser, distributor cap, rotor

Dropped pan, cleaned up and cleaned out 50 + years of sludge

Removed, cleaned and painted oil filter and fixed leak

Same for Air Filter

Sent Holley Carb up to Treadwell in NY for rebuild (this is the same guy that did Jay Leno's LaFrance 16 Cyl Fire Engine –he did a great job for about \$120.00.)

Installed Carb and linkage.

Put new (correct) pulley on Generator, hooked up regulator and charging circuit and under hood wiring.

Replaced belts

Replaced both parking lamp assemblies – sandblasted and painted lower area where they mount.

Removed and reinstalled leaking master cylinder (fixed at no charge at least six years after it was sleeved by White Post) .

Billy just said "send it back and I'll fix it" and he did. Now THAT's a warranty

Wired up front headlights, crossovers and parking lights for turn signals

Installed aftermarket turn signal kit

Ran lights to rear, Installed new rear license plate holder, light and bracket, wired and hooked up tail lights, Made up bracket and installed VA ANTIQUE VEHICLE plates

Straightened bumper and installed bolts

Installed all new shocks and bushings

Cleaned up and lubed springs

Installed and welded in all new floorboards, lower door hinge sections – included front as well as rear floorboards, toe boards, center board, transmission hump

Installed new fiberglass insulated firewall liner

Installed new Floor mats and pad

Installed new clutch, brake and accelerator pads.

Installed new horn button and hooked up horn (now makes a wicked good noise)

Adjusted front end

Sand Blasted and painted wheels

Removed old and cracked tires, installed & balanced 600-16 wide whitewall tires with new inner tubes purchased at Carlisle.

Installed a set of Retracting Seatbelts

Had all lube and fluids replaced.

I quickly learned that Ben would rather do work on the truck than do what I could do best, namely shag parts – so we worked out an arrangement that if I wanted him to install something, I would buy it and have it drop-shipped to him. I became familiar with lots of different outlets for parts and did MUCH on-line shopping. I collected catalogs from just about everywhere and spent an enormous amount of time shopping on the Internet for everything that was needed. When I started the parts process in 1994, antique Internet sites were almost non-existent and those that did exist were not mature and didn't work very well. Not to mention the idea of dial up modem speeds. By the time I was shopping parts for Ben in 2004, things had changed dramatically and almost everyone was on-line, some still more competent than other but they were all there. The Internet revolution was a big key to my restoration success and it had to have had a tremendous effect on the sales of companies who supplied parts for us old car types. I also found stuff that had only recently become available, such as the REAR floor pan for my truck (turns out the panel and the pickup use the same floor pan behind the seat).

I'm happy that Ben never had to mess too much with ordering or shipping and thus was able to charge me just for the time it took him to do actual work on the truck. He never overcharged me and I never found any reason to question his time or charges. Ben is a thoroughly dedicated and honest man and I was lucky to have all of his many competent skills applied to my vehicle. In Ben's capable hands, the old Ford truck has now been restored to what I call "Driver" status. Not a daily driver, but, notwithstanding it's somewhat sorry appearance, a fun, smooth running old truck that I can reliably take on local trips. It's fun enough for nut-cases like me to just own a truck like that to look at and touch, but it's even more fun, I find, to be able to drive it.

What's next? Well, as soon as I sell a 3 acre lot we have up for sale in Bluemont VA, I'll hopefully have the money to build my "dream" garage out back of our place in Front Royal, (Ben had originally picked the truck up in Great Falls but delivered it back to Front Royal after we moved here). In the meantime, it sits safely in our nice, dry, unheated two-car garage, which I have decided cannot be a place of overspray, grinding, or sanding dust. I think the shop/outbuilding I want to build will be about 30'x40' or slightly larger, and I will be eagerly seeking the advise of club members on their dream setup and how mine could possibly be laid out.

Eventually, I'll have to decide whether to become an amateur painter and body man as I studied to be as a kid in vocational school, or whether more professional hands should do the work. Money, is of course, a big consideration these days – I know I can't take the truck to White Post and have it restored and as we just learned on our recent field trip, I'm not even sure I could afford to take it to Charley at High Expectations any more – it appears that the time and schedules of all the good resto shops have been kind of "taken over" by people with high-end vehicles and big pocketbooks. Well, more power to these shops – I'm delighted to see them make a

good living at their craft. However, for my budget, I may end up having to do a majority of the work myself, and let a pro painter shoot it after I do the body work and prep. I'm not looking for a true show car but would like something that presents nice and has had a frame-off cleanup. With the proper shop, and perhaps some help at times, I think I will be able to do these things.

Well, those are my dreams – I hope before too long I can slack off my business so I'll have the time to pursue my "Ford Future". To this end, the club is amazing! The fellowship is wonderful and this is the greatest group of guys (and gals) in the world. It is really a privilege to belong to such a great club. The depth of knowledge possessed by the individual members continually amazes me and it's truly gratifying to see how willing everyone is to help each other.

So that's the tale of one man's odyssey with an old Ford panel truck. Thanks for your interest in it, Cliff. I'll get it done someday!

PS I know how to spell "odyssey" only because I drive one in my business. If I forget how it's spelled, all I have to do is look at my fender ☺.



ZEPHYR HILLS

Editor

While staying at Amelia Island in February, Bill Selley and I decided to check out the Zephyr Hill Flea Market, Car Carroll and Auction. We thought we could make it in 3 ½ hours or so, but turned out much longer, especially with the traffic getting into parking!

Well, been there and done that. We ran into past National V8 President Jack Edison who has been many times – he said that this used to be a good meet with lots of NOS stuff, but no more – those parts are dried up! We did see Waymod and Shirley Brownlee who had a vendor spot.

They have a round d' round d' dirt track with some flathead racing which was loud. A few V8's for sale. However my interest was peaked by a 1924 Packard coupe for \$24K.

Hey, How Can I Get My V-8 in the Calendar?

Ken Burns



First off, let me thank everyone for the great photo submissions for our 2006 Northern Virginia Regional Group V-8 Calendar. Without your contributions there wouldn't have been a calendar! It was hard to pick and chose from all the great cars we own and judging from the quick sales the Board of Directors will definitely want to do another calendar next year. With that in mind, I wanted to share with you some hints for increasing the odds of having your car featured on a monthly page. Now that tour season is just around the corner I wanted to get the info out to everyone so that you can think about where and how you're going to go about capturing that perfect picture. I've taken the information below from Jerry Windle, award winning editor of the V-8 Times, from a couple of on-line sources and from what I learned in the school of hard knocks.

Like most V-8ers, you'd love to see YOUR car featured in our calendar. But you think: I don't mind taking a few pictures but HOW does Burns pick one car over another? I thought you had to have a high dollar digital camera or something. My car's not a Dearborn car, it's not a convertible nor a Woodie and I'm not a professional photographer. The list of questions and concerns goes on and on, but if you never give it a try you'll never have a chance of having your car featured in our calendar. So take a look at the cars that were featured, grab your camera and get out there and take some pictures!

First I tried to get some variety among body styles including commercials (yeh, I know it looked like the Woodie club calendar), a good spread of years from 1932 to 1953 and lastly something other than Fords (you know, like Mercs and Lincolns). If there aren't many cars like yours in the Club you've got a much better chance of getting in than those of us with more common vehicles. Remember, I don't have a vast archive of member's cars to draw on, only what you send me. I tried to pick cars in settings that were appropriate to the season or month although that wasn't always be possible, particularly in the winter months. I looked for interesting backgrounds that would complement the car and not detract from it. Shots in a parking lot with other cars or people visible are usually distracting, although I couldn't resist Hank's 3 window with the Capital in the background or Jim's '36 on the movie set in Baltimore. I like some human interest shots like Eric and Nancy's boys sitting in the trunk at the Flying Circus. I like different aspects of the car – not always a ¾ front view of the driver's side. Look at Patrick's '37 along side the road, Leo's Mercury with Sully Plantation in the background or Tom's convertible shot from a slight elevation so that some of the interior is visible. Think a little outside the box: I'd

love to have a picture of one of your cars under restoration in a neat shop setting.

Some hints from professional photographers include always photographing cars on pavement because it the "natural" setting. I think we had some good pictures of cars on, or with substantial grass around so don't feel constrained there. Many pros think photographing the car in very early morning or late afternoon to take advantage of the softer lighting is a good idea and they also recommend shooting toward the shaded side of the car and filling in with a forced flash. Another idea they toss out is to have the running or parking lights on – take a look at Jim's Cruiser with all the red lights shining – this could be particularly striking with the cowls lights turned on in the early cars.

Some things ought to be pretty obvious. We're a club dedicated to preserving the cars "as Henry built them" so the cars need to be basically stock to make the large format pages. Unless the setting is winter like Jim's 36 on the movie set in Baltimore you ought to take the time to ensure your pride and joy is sparkling clean. If you've got whitewalls make sure there's white as new fallen snow. Yellow or scuffed whitewalls will really detract from your picture.

When positioning the car for your shot take a look around – any trash on the ground that will show up in the shot? – look closely around the background; anything there that will ruin your shot? – what about poles and wires; will you car have a pole growing out of the roof, hood or trunk? – how about a horizontal line that's tangential to the roof or hood? – will the car blend into the background? – is there someone clearly visible in the car; if so they'd better be in the driver's seat – trunk and hood completely closed? – windows either completely up or down.

What about my camera – do I need an expensive digital camera? Well, not really. In fact you don't even need a digital camera. With a lower resolution digital you'll have to remember to plan better and you'll have less room for error. As in many things just remember that bigger is better. If your camera allows you select the resolution always pick the highest resolution possible. With a lower resolution camera you'll need to be closer to vehicle, it needs to fill more of the frame and you can't crop the photo as severely as you can with a hi-res photo. If you're shooting with film, use a low ASA for better print resolution. We can scan photos and use them but it's pretty hard to scan a 3"x5" snapshot and blow the jpg file up to 8.5"x11" and still have decent resolution. If you've got a great print photo that you think is worthy of a large format page take the negative to a camera store and have an 8.5"x11" print made. The print can then be scanned and will produce a good resolution jpeg file.

(Continued next page)

If you want to learn from a professional more about photographing your car try these websites:
www.hymanltd.com/photographing_classic_cars.htm
(good article – short and to the point),
www.cobracountry.com/fototips/home.html (much, much longer, but lots of good examples – enough to make my lips tired just from reading) or
http://popularhotrodding.com/features/0506phr_pix/indx.html (medium length and good examples). If you've already read enough grab your camera, fire up that V-8, find an interesting spot and start shooting.

TECH TIP

Jason Javaras

Sometime last year I finally threw in the towel with what appeared to be a cracked block in my '40 coupe. I had gone through several sets of freshly milled heads and new head gaskets, and was no closer to finding a sign of a crack that would explain the presence of water in the crankcase. Although the engine had overheated several times in years past it had not done so in well over a year so I couldn't pin point a single incident that would seem to be at blame for the current problem. In fact, the car had been running very well for over a year before water started to mysteriously appear in the oil. And so out after a year or so of frustration, and many sets of expensive gaskets I decided to look for another engine for the '40.



I found out that flathead engines are becoming harder and thusly more expensive to come by. The real reason for the escalating price of these engines is that

good core blocks are getting scarce. They are still available from some vendors who specialize in EFV8 parts but the price is easily twice what our Chevrolet friends have to pay for a rebuilt bowtie small block engine. When another club member offered me a rebuilt '40 engine within my budget that had been sitting on a skid in his garage for over ten years I decided to take a chance.

The engine came with a build sheet and turned out to be in amazingly good shape after it's long storage. After it's installation it started right up and ran perfect – up to a point. It would run smoothly for some period of time (sometimes 5 minutes, sometimes an hour) and then start lopping irregularly and finally quit and then it didn't want to start up again until it cooled for an hour or so, even though the temperature never ran past normal. I was able to solve the restart problem by replacing what I thought was a good coil with a freshly rebuilt coil from Skip Haney in Florida.

Not to string out the suspense but the problem was first pinned down to two valves that were sticking after the engine warmed up. A compression check showed that two valves on opposite banks were sticking open at pretty much the same time. I could push them down easily with a pencil through the spark plug holes. I tried every lubricant that was suggested by fellow V8 club members and then some but all lasted only a short time. I removed the intake manifold several times and could see the valves that were sticking very well, but since the engine was just rebuilt they didn't appear to be sticking hard enough to cause the problem I was seeing. I continued letting the car run several times a week for several months and the problem "seemed" to be going away. However whenever I tried to take it for a spin it floundered and quit – once just out of the driveway, and the next time within 10 miles.

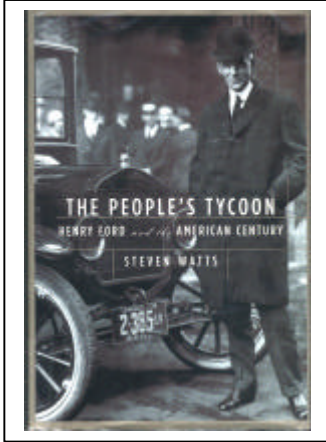
At the end of my rope I enlisted the help of two trusted NVRG members, Hank DuBois and Eric Sumner. They were enticed to make the long trip from Northern Virginia with the offer of lunch and a tour of my humble garage. And now the crux of this story. Before the help arrived I had once again taken the intake manifold off the block, drained the radiator and cleaned up the surfaces of the block and heads so the experts could have as sterile an operating room as possible. I had also ordered a pair of new valves, springs, guides, and retainers from Joblot. Since putting out the call for help one of the sticking valves had finally settled down, leaving only the #1 exhaust valve as the real problem.

There are a couple of special tools that are needed to remove flathead valves. One is a bar type valve lifter that compresses the valve spring in order to remove the valve guide retainer that holds the valve in place. Another is a valve spring compressor to reassemble the valve, guide, spring and retainer. When the retainer is removed, the whole valve assembly (valve, spring, and valve guide) can be removed intact. This was made easier in this case because the engine was new. If the engine had a lot wear and had been sitting for a while valve removal can be a real problem and require other specialty tools for that purpose. We were able to extract the suspect exhaust valve and found that sure enough it had a rough spot on the valve stem that apparently was enough to hang it up in the valve guide. Oddly enough, the new valve that I had purchased as a replacement, fresh from it's cosmolene cover, was almost as defective as the one we had removed. Hank once again came to the rescue with a spare NOS valve and we installed it without further incident. All this was carefully accomplished in the very hot confines of a very small garage bay on a very hot day in August. I can't thank Hank and Eric enough for taking time away from their weekend and fighting the traffic to help out one of their remote members. Their help was very informative and much appreciated. I finished reassembling the engine the next day with yet another set of new gaskets and the car ran perfectly for it's maiden voyage – a 120 mile round trip to the Northern Neck AACA Show in October. I can't tell you how nice it feels to have the '40 back on the road again.

Thanks guys.

The People's Tycoon: Henry Ford and the American Century. by Steven Watts

Dave Gunnarson



If you are used to light reading, this well researched book on Henry Ford may be a bit intimidating. At 614 pages of small print, including 53 pages of references and notes, supplemented with an additional 16 pages of photos, it's a detailed and well documented look at Ford's life; the people and events that shaped his personality and how he helped shape the lives of

millions of Americans. It took a while to read, but it was full of interesting facts and stories. The book is divided into sections for each phase of his life and these sections are broken down into chapters that cover practically every facet of his life and work.

The book is full of interesting parts of Ford's life that were new to me. Early in his life Henry was quite an accomplished watch repairer. He would prop up his school book on his desk in class and, out of sight of his teacher, fix classmates watches. Henry was also quite the mechanical protégé and managed to build a steam turbine engine from a ten gallon can. This contraption worked well until it exploded cutting a deep gash on Henry's face that caused a life-long scar on his cheek. Considering the potential consequences, he got away with only a minor injury. Henry's best childhood friend became a prominent pharmacist and chemist at Ford Motor Company and Henry chose to name his son after him. His name was Edsel Ruddiman, hence Edsel Ford and the Edsel car. It was also interesting to learn that Henry had several unpleasant incidences with horses and developed a great distrust and dislike of them. If those horses had only known that Henry was going to replace them with cars, maybe things would have turned out differently!

One of Henry Ford's claims to fame was his passion for efficiency, an essential element in low cost mass production. The author makes the case for the influence of Henry's mother on his systematic and orderly approach to life. She was extraordinarily efficient, practical and didn't waste time in anything she did. Henry admired his mother greatly and was quite close to her. Her death in 1897 when Henry was 15 was traumatic and left a large void in his life, especially since it served to focus his attention on his relationship with this father that was far different.

I think Henry was split between his love for his father that was represented by farm life and his need to express his own personality through his mechanical aptitude, self promotion

and his innate sense of publicity. Probably without knowing why, Henry rebelled against farm life and purposefully distanced himself from his father in order to resolve this conflict. He spoke of his perceived mistreatment by his father that was far different than the truth since his father facilitated Henry's move away from the farm. It would be hard to believe that Henry didn't feel this conflict within himself and maybe this is why once he achieved his great success he created Greenfield Village to display his passion of rural American life and why his attentions in his later years were most focused on his farm instead of the Ford Motor Company.

Henry's brilliance with all things mechanical was coupled by an ignorance of facts and book learning that landed him in trouble several times including lawsuits and I'll only mention in passing that Henry Ford had a son by a mistress. You will have to get the book and read the details to learn more.

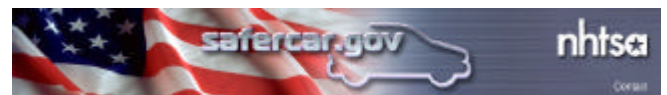
My lasting impression from the book was that Henry was really the mass production Model T genius who knew what was right for people and providing it to them while at the same time encouraging mass consumption as a way to sell his cars. He was fortunate to be at the right time in history with the right product to make this a successful business model but later it didn't fit as changes in American life and expectations, that he help bring about, created demands for products other than the model T.

The V8 era came reluctantly to Ford and this only gets little mention in the book. Regardless, I found it to be a very interesting look at the life and times of Henry Ford and allowed me to better appreciate and understand some of Ford's decisions on the mechanical aspects of our cars.

Published in 2005 – ISBN: 0-375-40735-9

MARCH MEETING - Strap yourself in.

Eric Sumner



At our March membership meeting we were fortunate enough to have NVRG member Jack Machee speak to us about automobile safety. Jack's career spans more than thirty years, most of which he spent with US DOT National Highway Traffic Safety Administration, involved in accident investigation/reconstruction and also crash testing for improving safety of occupants. He did an excellent job of relating all aspects to our beloved Fords and old cars in general. Not only the emphasis on the safety that seatbelts can provide but also the structural integrity of the cars themselves. Many aspects we never consider like that pretty steering wheel we sit behind is mounted to a "non collapsible" steering shaft which can prove quite harmful, even fatal, in a lower speed crash.

Along with improvements we could make to our cars, he also pointed out our need to be aware of other drivers on the road around us. Jack brought crash scene photos of the now famous Duesenberg crash. Apparently a family of five, on a maiden voyage after a million dollar restoration of the vehicle, was T-Boned by a Volvo sedan simply because the Volvo driver was not paying attention and ran a stop sign. The Duesenberg rolled several times and ejected all five family members. Only two children survived. The Volvo driver was able to walk away. Even though the Duesy is a rather large automobile, being an open car, it does not have any real roof structure as Jack pointed out.

As startling as some of the photos and videos he brought to share were, he also had statistical data to share. One graph in particular stood out in my mind. The accident fatality rate as it applies to age of the driver. In younger years the fatality rate is quite high. Inexperience, speed, alcohol, all plays a factor. As the age of the driver progresses the rate comes down and levels off only to go right back up as the latter years approached. He called it the U curve. Actual fatality rates involving antique cars are extremely low. This is due in part to the fact that these cars are not driven on a regular basis, and actual mileage is very low.

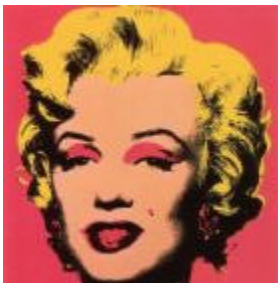
Jack also brought in an actual crash test dummy head to pass around as we watched videos of crash testing. Many found it to be quite a bit heavier than expected, myself included. While this particular subject is not to be taken lightly, Jack did a masterful job of interjecting some humor with a couple of videos that brought down the house. Not only was his presentation pertinent and informative, it was entertaining at the same time. On behalf of the Club I would like to thank Jack again for taking the time to share his expertise on a subject that not only applies to our old cars but also our daily drivers.

FOR THE LADIES

Marilyn Monroe and her Ford Cars"

Von Hardesty

Movie stars are often associated with flashy cars, most notably Tom Mix who was killed in his fast Cord convertible, when he swerved and crashed at high speed to avoid a highway crew; in this freak accident, a suitcase in the rear seat fell forward upon impact and broke the neck of the cowboy star. James Dean's death came in a car crash in the 1950s, ending prematurely a fabled career in film. Clark Gable's 1935 Duesenberg Model JN Convertible Coupe, it should be noted, still survives in the Blackhawk Automotive Museum. This rare car was designed by W. Everett Miller, who followed Gable's precise wishes on design. It is interesting that Gable drove this same convertible when he courted his future wife, Carole Lombard. Following her tragic death in an airplane crash during a war bond tour in World War



II, Gable left his beloved Duesenberg in Canada, with instructions that the car be sold--the rakish Duesenberg was associated in his mind with his romance with Lombard. He never drove the car again. Gary Cooper was another Hollywood star with a passion for Duesenberg convertibles. Humphrey Bogart, as mirrored in his many movies including Casablanca, displayed a keen loyalty for Buicks, which enjoyed a golden age in the late 1930s and early 1940s. And as we all remember, Laurel and Hardy often chose Fords in the 1920s and 1930s for their memorable comedy shorts. The list could go on.

Too often, female celebrities are ignored when it comes to automobile ownership--as in the case of Marilyn Monroe. Prior to her Hollywood fame in the 1950s and 1960s, Marilyn owned a variety of cars, some she owned and drove about like lesser mortals, others she was driven around in. When she was known as Norma Jean Dougherty in the 1940s, she indeed was part of a Ford family. Her erstwhile husband in those days, Jim Dougherty, owned a 1940 Ford coupe when they first met and later 1935 Ford roadster, which Marilyn kept as part of their divorce settlement. Their marriage lasted from 1942-1946. After her divorce, Marilyn purchased a 1948 Ford convertible. This particular car may reflect a certain fondness for Fords, but, alas, she did not retain the car for all that long--creditors eventually repossessed the car when Marilyn could no longer make her payments. By the early 1950s, Marilyn's income increased dramatically as fitting a rising movie star. Always favoring open cars, she first owned a Pontiac and then, with her career reaching legendary status, she purchased a shiny new 1954 black Cadillac convertible. Her second husband, Joe DiMaggio, also owned a black Cadillac convertible, which he drove on their honeymoon in 1956. Marilyn's last recorded Ford product was a black Thunderbird she drove in New York City in 1956. After this date, Marilyn more often than not rode in the back seat as a passenger, rarely taking the wheel herself. Arthur Miller's Jaguar and chauffeur-driven limousines became her mode of transport. Oddly, some of the last automobile outings for Marilyn took place in 1961-1962 just prior to her death, when her friend, Mrs. Eunice Murray, took her out for shopping forays in Murray's late model green Dodge.

One wonders if Marilyn Monroe ever regretted the loss of her Ford convertible to the creditors in 1948, at a time when the young Monroe was still a penniless and unknown actress?

EARLY REGISTRATION FEES ARE NOW BEING ACCEPTED FOR OUR NATION-AL MEET IN JUNE 2007. THE FEE IS \$65 AND WOULD HELP BUILD UP OUR TREASURY FOR UP COMING EXPEN-SES. Check made out to Va-V8,Inc and send to John Girman or bring it to the meeting.

BACK PAGE PICTURE

In 1935, officials at Allegheny Ludlum Steel Division and the Ford Motor Company collaborated on an experiment that would become a legacy and a tribute to one of the most dynamic metals ever developed.

Allegheny Ludlum, a pioneer producer of stainless steel, proposed the idea of creating a stainless steel car to Ford. The idea took shape in the form of a 1936 Deluxe Sedan. That car became the centerpiece of a campaign to expose the public to the new metal and its many uses.

Of the six stainless steel cars that rolled off the Ford assembly line in Detroit in 1936, four exist today as living proof of the durability of stainless steel. One is on display at the Heinz Regional History Center in Pittsburgh, PA.

This particular '36 was on display at the Amelia Island Concourse from the Curtis LeMay collecton.

FOR SALE/WANT

Wanted : Engine, Complete, Rebuilt or Rebuildable 239, 256 or 272 cid OVH for 1955 Ford-F100 Pick-Up Truck. Call Leo Cummings at 703-866-9707 RPMLHC@AOL.COM

For Sale: LINCOLN, 1941, Continental Cabriolet. Straight and rust-free. Black paint, red leather interior, and tan top. Options include radio, heater, and overdrive. Much work done since 1998, including new tires and tubes, new wiring, rebuilt carburetor, fuel pump, water pumps, starter. Starts readily, hot or cold, runs cool with good oil pressure. A road proven, reliable automobile. Offered at \$55,000.00. Contact Rick Parker, 301-279-7145. E-mail: rick@nerds.net. Pictures can be seen at <http://rick.nerds.net/41lincoln.htm>

Wanted: 33 - 34 complete rear end. John Ryan 703-282-9686, 301-469-7328, john@ryanweb.com

Wanted: Looking for parts for the 226 c.u. in. 6 cylinder engine. My truck is a '49 F1 and I am looking for spares such as starters, generators, carbs, etc. Thanks. Jason J. 540-786-5819

Wanted: 1933-34 rear radius rods. drspdracer@aol.com 703-356-3764. Mark

Wanted to borrow: borrow a steering wheel puller like the KR Wilson version with the cup to go behind the wheel- not the version with the atch bolts. Clem 703-830-5597

Sell: A new batch of authentic OEM "Richardson" 2LF and @HF Ford script battery cases have just been milled out from

the bottom to slip over OPTIMA batteries (also in stock). These will likely be the last ones that we do as Newcastle has gone out of business and Antique Auto Battery's generic group 24 case with FORD insert, really is a bit off dimensionally and otherwise. We also have a new "BatteryMinder" anto sulfate maintenance charge designed specifically for the slightly higher full charge voltage of OPTIMA batteries. The OPTIMA chargers are still \$59.95, but OPTIMA batteries were redesigned with slight height changes and higher prices. Contact Alan Whelihan at 301-874-5464 or awhelihan@netzero.com for information or to order these items or other parts from Vintage Auto Warehouse.

Wanted: early 30's (32-36?) V8 roadster. Reasonable driver (not a project car). Friend of Jim McDaniel 703- 569-6699

For Sale: 1935 Ford 2dr \$10,000 Jay McFarland 703-475-5181

Free: Set of 5 (4 slightly used) belted 225//75 15 1" WW . you pick up near Berryville. Jerry Lunt 540-5697

UNCOVER THE V8, POLISH IT UP AND DRIVE IT!

If the v8 is not functioning, drive modern, car pool, or do whatever it takes, but join with us on our first spring season v8 outing:



Spring Poker Run

and Scavenger Hunt

Saturday, April 22, 2006 9:00 a.m.

Depart from Fair Oaks Mall

- Travel some of the N. Virginia's road less traveled
- Trophies for the best Poker hands
- Prizes for the Scavenger Hunt Questions
- Lunch at one of the area's popular restaurants
- **Make your reservations now!**

Please contact: Don Lombard 703-690-7971
Hank Dubois 703-476-6919



V8 CALENDAR NVRG



- ◆ April 14th – **Membership Meeting**. Program: Show & Tell Refreshments: Al Edwards
- ◆ April 21st **Tour** – Annual Poker Run - see info this issue
- ◆ May 6th **Tour**– Vintage Wine and Vintage Cars (and more) Willowcroft - see info this issue
- ◆ May 9th – **Membership Meeting** Program: Vintage Ford Radios – Leo Cummings Refreshments: Mike Prater
- ◆ May 13th - Winchester
- ◆ May 20th – **Annual Car Show at Fairfax City Hall**
- ◆ June 10th - Fredericksburg AACA Meet -new show date. Special class for EFV8s. Contact Jason - 540-786-5819.
- ◆ June 18th - Sully



WILLCROFT FARM VINEYARDS *Vintage Wine and Vintage Cars (and more)*

NVRG Fund Raiser Picnic – Saturday, May 6, 2006 Noon – 3:30
Rain date - May 7 (Willcroft only)

Join us for an afternoon picnic with good friends, good conversation, and lovely scenery as we once again are invited by the Parker family to provide a static display of our cars as a backdrop for their special wine tasting event. The Willowcroft folks will provide the club with a cash donation and wine for our picnic. The road is now paved.

Also: special guided tour of Oak Hill, home of James Monroe, fifth US President. On our way to Willowcroft, we will be visiting this historic landmark from 9:30-11.30 a.m. for a special guided tour by the owner. Oak Hill is privately owned and not open to the public, so this will be a unique opportunity for members participating in this Club event. Don't miss it!

- ◆ Bring your own picnic lunch
- ◆ Depart fair Oaks mall at 9:00 a.m. sharp
- ◆ Secondary Meeting Stop at Gilbert's Corner before proceeding to Oak Hill
- ◆ Advance reservations appreciated

Contact: Don Lombard 703-690-7971 don.lombard@verizon.net
Hank Dubols 703-476-6919 hcdubols@juno.com

APRIL 11TH MEETING BACK BY POPULAR DEMAND **“SHOW & TELL”**

Bring that special, unusual part, thing-a-ma-gig, collectable or what ever you think the members would enjoy seeing and hearing about. Amazing what members have hidden away! Hopefully the most impressive Show & Tell item in the history of these programs will be on display for all to rave about. COME AND ENJOY THE PROGRAM AND PARTICIPATE!
Refreshments: Al Edwards



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Web master: **helenandken@earthlink.net**

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road , Vienna, VA. Check the newsletter for occasional alternate sites.



FIRST CLASS MAIL

Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 22183