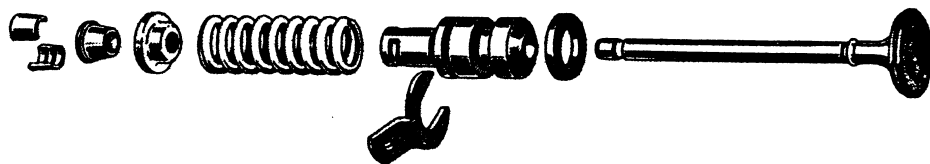




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

Volume XXIV, No. 2

February 2006

Cliff Green, John Girman Editors

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004



January Garage Tour

Missing from picture: Bob & Jane Wild, Bob Helms, Wendy & Steve Pieper, Ben & Beth McDonald

By Clem Clement

For January, this was a nice spring day. Some 25 (8 more joined us later) of us gathered at the usual spot: Fair Oaks mall for a jaunt down country for a boys (and some girls) day out. We voted on back roads to get to Front Royal and Charles Frantz's High Expectation restoration shop.

Charlie greeting us with a warm smile and a brief talk on his philosophy of old cars and life. He then announced that the boss was comin'. Seems his Mrs. joined him in the business in 1968 so she could see more of him and they have worked side by side ever since. Previously he worked on cars full time for Billy Thompson and then more cars

at night. Ya see cars is in Charlie's blood big time! Carolyn Frantz did show up, and it was clear that she IS the boss. She watched us like teenagers in a dime store, and listened to every word Charlie told us. His stories got a litter tamer after she showed up!

Charlie is the shop boss now and doesn't get under them cars or under the dash any more. He oversees 5 employees who "git 'er done." His kids are involved also. He spoke lovingly about the three Tuckers he had worked on. He did 001 and was amazed by the handmadedness of the car. It did not have a flywheel and had never run. When 022 came thru the quality (Continued on Page 3))



February 2006

Here it is February already and the new year is well underway for the NVRG. As you can see from the front page, we had a very successful garage tour this month. We had well over 30 members getting together for the tour of, not one, but two garages! From all I heard, everyone had a good time and learned a few things along the way. (Unfortunately, I wasn't able to attend the tour; something about traveling for work.....I'll have to correct that somehow.)

Many of you have already heard about HB 288, a Virginia bill which would reduce the driving range of antique cars from 250 to only 50 miles from their residence. Such a law would impose severe restrictions on our tours, especially the Lebkicker Tour but, in reality, most of our tours as well. In addition, the bill contained provisions to require inspections of antique cars as well. Needless to say, when car club members heard about the bill, they swung into action. **Hank Dubois** led the charge for our club by sending an email to his legislator and then forwarding it to club members to encourage them to do the same. Apparently, there was sufficient opposition to the bill that the bill's author, Danny Marshall of Danville withdrew the bill without it ever getting out of committee. That's the good news. The bad news is that, reportedly, he is considering resubmitting the bill in the next session. You'd better believe that car clubs in Virginia are going to be monitoring this situation next year.

And, speaking of tours, **Leo Cummings** has stepped up to the plate (or is that "slid behind the wheel") to join the Board, where he will assist Hank Dubois with tours. It's always great to have another member assist in guiding the club and its functions. Welcome to the Board, Leo!

In other Board news, as most of you know, **Hank Amster** is stepping down from the Board after 22 years of service. As his last act as NVRG treasurer, Hank has submitted the treasurer's report, which you will find elsewhere in this issue. As far as we can tell, NVRG remains the only Early Ford V8 Regional Group to publish such a financial statement in its newsletter. We going to miss Hank at the Board meetings but he has assumed the duties as Treasurer of the corporation we formed to run the 2007 Eastern National Meet so he certainly won't be idle. Our new Treasurer, **Greg Mensinger** has already been active in his new role.

Finally, I want to encourage you to attend the next membership meeting to learn about steering columns and steering boxes from **Dave Gunnarson**, **Hank Dubois** and **Eric Sumner**. A little later in the month, you'll want to attend the **Clem Clement's** Train Day (and bring the kids, too!).

JOHN



Charlie's shop was a drrrream place for us. Goodies everywhere from a huge oil can collection to a special pedal car he had restored a hundert or so years ago to parts, parts, parts. First car I got to see was a '41 Packard 115 in green with a grey leather interior, waiting for a top. (It could wait in my garage if it wanted to!) Then comes a '41 black Chevy four door, like new. I don't think the thing had ever been wet. She had cracked her head and was on the lift for a bit of refreshing. She sported white wall (painted black) tires turned inside, vacuum shift and a sweet clean underside. Then a frame for a '36 Caddy limo, with the body further back in the shop. This huge car had set in the back of a lot in DC along the railroad for years and suffered mightily for it. Lots of new metal had been applied. She will be a stately beaut when finished. There were two Dodges including a Superbird on the way to Daytona next year for signatures on her fan tail. A Vette and Cameros were in for fixin. I tell ya Charlie don't take the easy jobs. His team does it all and truly gets the car straight and right before it goes down the road. That may mean removal of many years of shabby repair work and orange suede metal before his team is satisfied with the product. He teaches lead work, but doesn't do much of it any more. A '56 Ford cab for himself hangs forlornly from a corner ceiling hook as "the shoe makers daughter has holes in her shoes." A post war Dodge truck was getting a face lift. Setting in the paint room was an original '27 Studebaker. The customer wants it to run and they got it fired up. It is a family car and they do not intend a full resto. Also in the paint booth is a 1966 Ferrari. What a wonderful visit to an interesting shop.



Then a few blocks away to the famous Front Royal South Street Grill for chow. Me and Chuck Shaw and Tom Shaw rushed ahead to pick our seats early and get ahead of the crowd. I tell ya, the home-did soup and sandwiches were mighty fine.

Then it was cross country on back roads to Karl Anderson's Early American Auto Repair nearly spotless shop near Boyce, Virginia. Just inside the door we were greeted by an original '54 Merc wagon in blue green! Well I'm then wet. I owned a '54 Merc ragtop in my single days. The owner

proudly briefed us that it wandered in from a sale in Pennsyttucky and the shop had freshened her up. My, my, my, I do love them '54 Mercs.



Also a '47 Merc ragtop was in for a leaky rear-end which had turned into a parts replacement job. Sweet car dressed in red-orange with a tan top. Karl's favorite was a 1937 Buick Special open car that they loved to cruise in at 60 mph. He drove it to Oregon and back! It rests next to son's International wrecker. In the next section were a '58 Vette under total redo and a hot Camero. Outside was an original '26 Hudson four door sedan sitting next to a 3100 in dark green, Dad's daily driver. Two nice vehicles.



So ended a great day of touring, except that on the way home Chuck and I passed a Tastee Freeze and a butter scotch and hot fudge sundae jumped right out upon us.



Clem Clement

OUT OF THE PAST/Vern Parker

Sweet 1948 Lincoln convertible was a happy swap



The 1948 Lincoln grille must have been responsible for keeping the chrome-plating business healthy.

John Sweet was content with his 1956 Lincoln Continental Mark II, as was Al McWade with this 1948 Lincoln Convertible.

For more than a decade the two men, both members of the national Lincoln zephyr Owners Club, had admired the other's car. Finally, earlier this year, they decided that each would be happier with the other's Lincoln.

Mr. McWade wanted a car with modern amenities, including air conditioning, power steering and power brakes while Mr. Sweet was looking for a pre- World War II car. Because the 1948 Lincoln was simply a rehash of the 1942 Lincoln, it filled the bill,

The swap took place in July 2005 when Mr. McWade drove from his home in Boston, Mass., towing his 1948 Lincoln, to Mr. Sweet's home in Sterling, VA.

What happened that day was one of those rare occurrences where both parties in the transaction went away happy.

Mr. Sweet was left with a 18-foot, 2-inch -long luxury car that could be turned around with a 45-foot circle. "it doesn't have the tightest turning radius " he acknowledges. Somehow it lost some of its nimbleness in the past 57 years.

"When it was new," Mr. Sweet says, "it was a humdinger of a car."

The regular Lincoln was priced at \$3,143, while the upscale Lincoln Continental, with a "Continental" spare tire, cost \$4,716. In the intervening decades the regular Lincoln's have been sacrificed to restore the Continentals, which, ironically, makes the surviving Lincoln's creatures of rarity.

The pace-car-yellow Lincoln, with a dashboard the same color as the exterior, has a maroon leather and carpeted interior. Even the two sun visors over the one-piece windshield are covered in maroon leather.

The center of the dashboard is awash in chrome that emulates the design of the two-piece grille. "I can see the 1940's style of the jukebox in the face of the radio," he comments.

About the only accessories on the Lincoln in 1948 were the AM radio, a heater and a spotlight. The desirable Borg-Warner overdrive unit was an optional extra that nearly every buyer ordered. Hubcaps on the 1948 Lincoln were chrome with a raised LINCOLN script in gold.

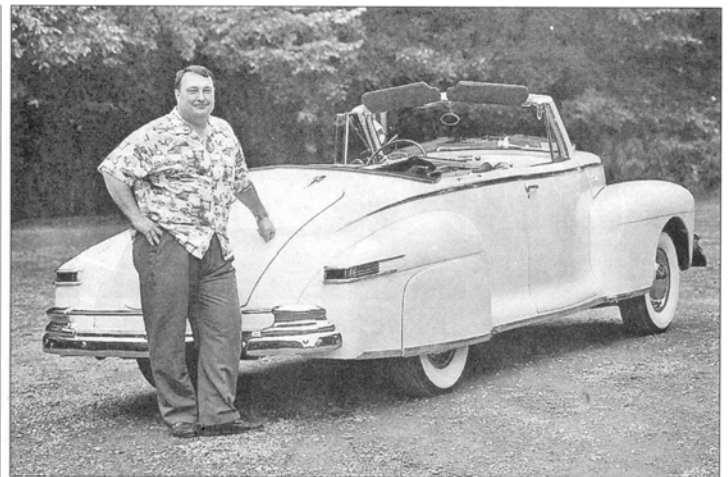
Because the regular Lincoln had a sloping trunk lid in place of the vertical stand-up spare tire on the Continental, the mid-point of the trunk lid had a third brake light beneath the tag light that illuminated the license plate. Inside the 5 foot-deep trunk is a horizontally mounted 7.00x15-inch spare tire.

Hidden away down on the floor are the foot controls of the Adjust-O-Matic radio. Depressing the pedal halfway muted the volume. Pressing the pedal to the metal advanced the dial to the next preselected radio station.

The 292-cubic-inch V-12 engine developed 125 horsepower with the help of a two-barrel downdraft carburetor under an oil-bath air cleaner. Two water pumps and a six-bladed fan helped combat overheating, which was a problem on the V-12 Lincolns. Hidden from view on either side of the engine compartment, Ford engineers stamped louvers in the sheet metal for better airflow. The distributor firing order for the big engine was 1-4-9-8-5-2-11-10-3-6-7-12.

According to Mr. Sweet, he'll be lucky to get the needle to reach 90 mph on the 100-mph speedometer while seated behind the 360-degree horn ring on the 125 inch-wheelbase car.

He strives to keep 19.5 gallons of gasoline in the tank, 5 quarts of oil in the crankcase and 24.5 quarts of coolant in the radiator. With those tasks accomplished, Mr. Sweet exclaims it's a sweet-running car that I can drive anywhere."



The 5-foot-deep trunk on John Sweet's 1948 Lincoln is more useful than the trunk on a Continental.

PART 5: THE POSTWAR YEARS

John Sweet

In part 4 of our series, it was revealed that the Lincoln-Zephyr was the impetus for the famous Lincoln Continental. Under the able direction of E.T Gregorie and the nurturing guidance of Edsel Ford, one of the most endearing and classic automobiles ever to grace the open road was introduced in 1940. The Lincoln Continental, was in every sense, a custom bodied Lincoln-Zephyr that helped the Lincoln Motor Division transition from the custom-built era of the 1930's to a more modern era of production in the 1940's. In addition to the Continental and Zephyr line, the Lincoln Custom was also introduced for those buyers looking for a limousine type vehicle. As production of all three lines began to hit their stride, the looming Second World War began to impact Lincoln. After the attack on Pearl Harbor, the die was cast and all civilian automobile production was suspended for the duration. But, as an Lincoln ad of the war years stated, "When it's over –the open roads will again challenge your gypsy blood." The Lincoln would be back.

As the last Lincoln-Zephyr rolled down towards the end of the production line, workers were busily getting ready for the war work that was gathering at the beginning of the line. From February 1942 until November of 1945, the Lincoln Motor Company was, like every other company, doing its part to fortify America's arsenal of Democracy. Lincoln was involved in the manufacture of tank engines, bodies for amphibious vehicles, parts for the B-24 Liberator being built at Willow Run, and much more. It was a time of great achievement for Ford and Lincoln, but also a time of great sadness and hardship.

As the complexity and pressure of war work began to build within the Lincoln and Ford Companies, Edsel Ford, as president took the challenges head on. Unfortunately, while he was president of one of the largest manufacturing companies in the world, the Ford Motor Company was constrained by Henry Ford's lack of management. Early in 1940, with the desire to prove what Ford could do for the war effort, Edsel Ford and Charles Sorensen were asked by the Commissioner for Industrial Production, William S. Knudson, also former president of GM and a future general officer in the US Army, to produce a version of the famed Rolls-Royce Merlin aircraft engine. Both Edsel and Sorensen were thrilled at the prospect of the challenge. However, just a few weeks later, even after he had given his okay, Henry Ford forced the company to back out of the deal, much to the disappointment of all.

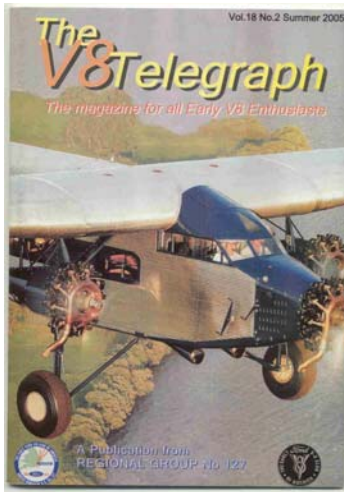
Despite all the pressures of war production and management problems, Edsel Ford still was able to stop in to the styling studio every so often. While many of men had been drafted or enlisted for wartime duty, a small cadre of stylists had been given deferments to work on designs for camouflage, military vehicles and other related war work. But even with a world war raging on around them, Edsel Ford and his design team couldn't help but think about the future and what

the new models bring. Many design concepts for future Ford and Lincoln automobiles were being surreptitiously worked on when war work allowed. Even with the pressure of running a huge company, the stress of providing the necessary parts, equipment and goods to win the war, Edsel did find respite when he visited Bob Gregorie and the styling department. He, better than anyone else, understood the deficiencies with the Ford, Mercury and Lincoln line-up and was determined that when the war was over, the company would be ready with entirely new models. 1941 was the year that the first steps to making a totally new Lincoln started. Envisioned by Edsel, and designed by Gregorie, the post war Lincoln was to come in large and smaller versions. By late 1942, Bob Gregorie's designs had been approved by Edsel and had the war not taken precedence, these cars would have probably become the Lincoln's of '44. Thus post war Lincoln's had taken shape and form, but ominous clouds had formed on the horizon. Time was not on the side of the redesigned Lincolns, or even for Edsel Ford.

By early 1943, Edsel Ford was gravely ill. He had always been bothered with stomach problems brought about by tension, but ongoing issues with his aging father plus his involvement with war work made the problem even worse. A stomach operation was performed in January 1942 to help him with his pain. Despite the removal of part of his stomach, his pain, caused by the massive stomach ulcers he suffered from, was worse than ever. He also was diagnosed with undulant fever, a disease that causes the sufferer raging temperatures, severe pain, and dehydration due to diarrhea. At the end of April 1942, after visiting River Rouge, Edsel went home and collapsed. Despite great care and medical help he died on May 26th, 1943. He was 49 years old.

Edsel Ford's death was a surprise to many people, many of whom hadn't realized that he was ill. As for the company, it was thrown into turmoil. Less than a week after Edsel's death, Henry Ford again took over the reins of the company. But he was in no condition to do so, either physically or mentally. At first, Henry Ford II, serving as an ensign in the US Navy, did not want to come back to the family business. He wanted to stay and finish his tour in the Navy, and do anything but come back to run the Ford Motor Company. During this state of flux, Harry Bennett, Henry Ford senior's head of Ford Service, ran the company under the aegis that the orders were the "wishes" of Mr. Ford. The Lincoln and Ford Companies were rudderless and without a strong leader. Henry II's mother and grandmother understood that the company needed the young Ford at the helm; otherwise the company was going to collapse. A few months later, Henry II acquiesced to his birthright, was released from active service, and in August 1943 was back at Ford. But it wasn't until September of 1945, when he was able wrest control from Bennett and became president.

Next month: Part 6



At the October meeting I had the pleasure of meeting Colin Spong from Great Britain, when he spoke to our club about his activities. At the meeting he passed out copies of his clubs newsletter "The V8 Telegraph" within which the following article appears. I received permission from the author to reprint it here. It will be in two parts.
 Editor

Bird Wings are Transverse

Godfrey Cohen

It was early January when Anne-Marie and I were returning home from Birmingham Airport to Sutton Coldfield, from our Parisian Christmas break, riding in an unusual looking custom designed taxi cab based upon a Peugeot chassis. It was during a lull in our conversation, reminiscing about Paris, that I noticed how comfortable the ride was compared to that of the traditional black taxi cab which is truly awful; even the later one's. Then I realised that the rear seat cushion in our Peugeot cab was located directly over the axle just as it is in the conventional black cab.

I had always assumed that the rock solid ride produced by the traditional black cab was due to this typical 1920's type location of the rear seat and reasoned it had to be like that in order to provide lots of space for legs and luggage. Nevertheless, our Peugeot based taxi had an identical configuration to the more familiar black cab with an equal amount of carrying space due to its seat-over-axle location and yet, paradoxically, we both thought its suspension gave a very comfortable ride.

Despite Anne-Marie glancing over at me, wondering what I was thinking about, my train of thought persisted. If a seventy five year old Model 'A' Ford sedan gives a comfortable ride over a rough undulating country road, then why on earth can't a contemporary black taxi cab do the same! This train of thought lead me to thinking about our Model 62 and that, actually, that car doesn't ride badly either, despite its supposedly antiquated suspension.

Then I realised that I'd never read any present day Ford based literature actually praising Henry Ford's transverse leaf spring suspension system apart from reference to its sterling effectiveness on the ultra light Model T. Whether

or not the Ford springing is deemed to be dynamically inferior to other systems, my back side tells me, at the end of a journey, that our Ford V8 nevertheless provides a damn good ride anyway! So I decided, hopefully, to write something positive on the subject. A little research would be necessary first though!

As the 1920's blended into the 1930's, Henry Ford's much maligned transverse suspension system was perceived by some to be archaic and a commercial liability. Even the contemporary Ford friendly literature tends to evoke disapproval, indicating that most of his engineers preferred to, at least, use longitudinal semi-elliptic springs or, ideally, emulate Chevrolet and Pontiac's new, for 1934, independent front suspension. Was this because Ford's suspension really was inferior to the competition at that time? Or was it just that the general public were misled by motoring journalists, Chevrolet, Plymouth and others' sales influence?

However, in 1936 the Ford Motor Company had just completed its first chassis test road, which contained a long section of 6" high bumps. Henry Ford voiced his concern that even his own patented tough transverse suspension may not stand up to such a test. However, top engineer Emil Zoerlein tried to reassure Mr. Ford by firmly predicting that his car would succeed this torture test at 25mph over 25 successive attempts. Indeed, Zoerlein's prediction proved to be correct. Interestingly, Chevrolet's two year old Dubonnet 'knee-action' independent front suspension collapsed during the same test! I imagine Henry Ford would have enjoyed that.



Certainly, everyone knew that Henry Ford's springing was tough and reliable. That wasn't just a matter of opinion, it was fact. But, of course, how good the ride was had to be a subjective matter to a certain extent and the buying public's opinion could sometimes be formed by suggestion; especially when Chevrolet and Plymouth sales departments and journalists of the day published diagrams depicting an independently sprung front wheel absorbing a boulder sized rock, whilst the body appeared to remain completely level!

The Autocar and Motor magazines in Britain, during the 1930's, liked the Ford transverse springing and even compared it well to some independent systems. The writing approach in those days, although rather polite, did point out any perceived faults. For example the Autocar pointed out that the Model 68 steering low ratio was apparent, when taking a sharp turn. However, it added, "Suspension is very comfortable indeed over normal going, allowing practically no up-and-down motion and providing a smooth level ride. Over a really bad surface it is a suspension of exceptional

Regarding my own car, I later realised the importance of well maintained springs and shock absorbers for a good ride. It is certain that many Ford owner's during the 1920's and 30's, realising how wonderfully durable Henry's creation was, took Ford engineering integrity for granted and didn't ever think to have the springs regularly sprayed with suitable lubricant or, during the late 30's, take advantage of a centrally located spring lubricating nipple.

I recently decided to replace the rear spring shackle studs on my Model 62 and consequently, having got rid of the fabric binding and underlying tin plate that directly encased the spring, I decided to completely dismantle the exposed assembly, as it revealed a mess! Significant rust and debris prevented the individual leaves from moving over each other during compression and no way could the spring operate as Henry Ford intended. I presume the tin plate was meant to prevent the springs from separating on rebound, because I discovered the absence of clamps either end of the spring and no clamp rivet holes on the fifth leaf as expected. So I found a pair of clamps and put them in place, after first cleaning each leaf and then smearing a thin layer of graphite grease onto each one prior to assembly.

It was only whilst doing this that I realised that the Ford springs were engineered with such a high degree of subtlety. As if to endorse some people's perception that I see Henry's creation through rose tinted spec's (actually my shades do have a rose tint), I marveled at the way each spring leaf gradually tapers from its thick mid-point down to its seemingly wafer thin rounded ends. Henry Ford clearly wanted to engineer his relatively simple system so that it could work to its full potential.

After assembly I marveled again at how these spring ends almost 'seamlessly' blend onto their corresponding leaf below. There is a wide lubricant groove thoughtfully engineered into each leaf in order to provide, via a centrally located grease nipple, a convenient method for servicing these springs. I thought what a shame it is that perhaps Henry's springing system became much maligned simply due to owner neglect. The shock absorbers were surely neglected too.

After reinstalling the rear spring and topping up the n/s rear shock absorber, I'm very pleased with the compliant flat ride and it certainly doesn't roll any more than some modern cars. Just a reminder though, that the little V8 60 engine/gearbox unit is 178 lbs lighter than the V8 85 combined unit which may explain why it handles really well on a typical winding rural road at 50 to 60 mph. Also,

of course, the front/rear spring deflection rates are proportionally lower than the V8 85 spring rates.

I was wondering how on earth this high degree of spring quality was maintained during mass- production. According to an engineer friend, they couldn't have been mass-produced as such. He reckons it was all down to skilled men hand forming and fitting the leaves! Bearing this in mind, I looked again at my newly assembled spring and this time I was in awe of Henry Ford's philosophy of engineering excellence and the skill of the men able to sustain the necessary precision to enable eleven sophisticated spring leaves to fit together perfectly. Does anyone else out there think like this? Or is it just me?

Fordologists seem to agree that Henry Ford did not insist on transverse springs simply in order to save on cost. They say that he really believed his system to be the best. However, critics seemed to equate simplicity only with antiquity. When Henry Ford was asked why he retained his archaic system, he would show his disdain for the question by explaining that he used transverse springs for the same reason that wheels were round....because they work!

However, he was also fond of the analogy comparing transverse springs to the wings of a bird. The tips move the most whilst the body remains steady.

Henry Ford's suspension system, simple though it was, continued to develop in subtle and effective ways throughout the 1930's and into the 40's and was perceived by many to have kept up with the competition, certainly up to 1940. Perhaps generally overlooked, regarding contributing ride quality factors, is the all-important spring base on the Ford V8 which is, unlike on other cars, actually longer than the relevant wheelbase. This spring base factor was even further improved from the 1935 model year when the front spring was re-located from above the axle to the front of it, just as the Ford rear spring had already been located behind its axle from 1932. This move enabled the front spring to be lengthened to just over 40 inches for a softer ride and this new location provided room for a much longer wheel travel.

The new spring base (the distance between the front/rear transverse spring mounting points) was actually 11 inches longer than the wheelbase at 123 inches; much longer than the wheelbase of competitors (the top of the line Plymouth wheelbase was 114 inches) and Ford successfully used this idea in its advertising. The spring base, on the Ford, is what counts for ride comfort and not the wheelbase, which is what counts on other cars.

Continued in March.



NORTHERN VIRGINIA REGIONAL GROUP - EARLY FORD V8 CLUB OF AMERICA
STATEMENT OF OPERATIONS
January 1, 2005-December 31, 2005

	<u>2005 Actual</u>	<u>2005 Budget</u>	
<u>INCOME:</u>			
Dues for Year 2005	\$1710.00	\$1400	
50/50 Share	166.00	250	
Fairfax City Car Show Income	\$ 1619.50	\$1200	
Less Car Show Expense	<u>928.51</u>	<u>500</u>	
Net Car Show Income	690.99	700	
Accessories & Clothing Sales	\$ 120.50	\$100	
Less Cost of Purchases	<u>239.40</u>	<u>-0-</u>	
Net Accessory/Clothing Income	(118.90)	100	
Calendar Sales	\$ 1136.50		
Less Cost of Purchases	<u>300.00</u>		
Net Calendar Income	836.50	-0-	
Fund Raiser-Willowcroft Winery	100.00	100	
Fund Raiser-Paul Chase Vehicle Repair	600.00	-0-	
Miscellaneous	<u>-0-</u>	<u>100</u>	
<u>TOTAL NET INCOME</u>	<u>\$3984.59</u>	<u>\$2,650</u>	
<u>EXPENSES:</u>			
Christmas Party	\$ 927.51	\$ 800	
Contribution-Armed Forces Retirement Home	150.00	500	
Name Tags	-0-	50	
Member Remembrances	-0-	100	
Member Directory	334.00	-0-	
Newsletter	67.34	200	
Picnic-Social	186.52	300	
Post Office Box	100.00	100	
Tour Expense	191.21	150	
Printing, Supplies			-0-
Miscellaneous	68.00	-0-	
Postage	<u>349.58</u>	<u>400</u>	
<u>TOTAL EXPENSE</u>	<u>\$ 2,374.16</u>	<u>\$2,650</u>	
<u>PROFIT FROM OPERATIONS, YEAR 2005</u>	<u>\$1,610.43</u>	<u>\$ -0-</u>	

Bank Balance, January 1, 2005, From Year 2004 Statement	\$ 6,832.79
Less Year 2005 Dues Included in Balance	<u>885.00</u>
	5,947.79
Add Profit from 2005 Operations as Above	<u>1,610.43</u>
	\$7,558.22
Adjustments: Add Prepaid 2006 Dues Not Included Above	<u>915.00</u>
	\$8,473.22
Less Loan Receivable-VA-V8-07 Inc.(2007 Nat'l.)	<u>4,075.00</u>
<u>Bank Balance, December 31, 2005</u>	<u>\$4,398.22</u>

TREASURER'S COMMENTS ON THE YEAR 2005 FINANCIAL OPERATIONS

The Statement of Operations for the year 2005 is shown above. Our results show a profit from operations of \$1610.43 for the year. The profit is mainly attributable to the unbudgeted calendar sales and the donation from repairing the Paul Chase car. The end result shows another successful financial year for the club. Our club's success this year can also be attributed to a record increase in membership and participation in club activities. We look forward to another great year in 2006.

Respectfully Submitted: *Hank Amster*, Treasurer

MEMROBILIA



Here is a neat gizmo served up by Clem Clement. This Entorf Filter is in perfect operating condition and it is just what you want to use in the rain.

The label reads “The Entorf Filter is Guaranteed to Separate all Water and Foreign Substance from Gasoline, Kerosene and

Similar Oils – After gasoline runs through, pour water and dirt out through drain duct on side of filter”



If you are viewing this on Adobe, increase the size to read the details

INTRODUCING.....MISS FEBRUARY!

Jim Crawford

The NVRG's first calendar, 2006, was an instant hit. The selection committee did a superb job matching the photos with the season and month. The featured car for February is our '36 3-Window Coupe and I thought you might want to know how it came to look like it does in the picture – like something out of an old photo album, or maybe a “before” restoration picture.

Actually we restored it, frame-off, over a 25-year period to its original Washington Blue. The coupe does feature its original headliner, original seat cushions, and even its original soft top; pretty rare for a 3-Window.



The calendar picture was taken in Baltimore on a cold, snow flurried day in January, 2004, seven years after finishing the restoration. So why the “old” look? Because it was taken on the set of a movie, *Something The Lord Made*, (HBO films), which happened to win the 2004 Emmy for “Best Made-for-TV-Movie of the Year.” The film is about two doctors from Johns Hopkins who pioneered heart surgery, and takes place from 1928 to 1971. Several V-8 club member cars from both the NVRG and National Capital were used in various scenes, especially those set in 1943.

For many scenes, most of the cars were prepped by the set crew for a more authentic period look, e.g. no whitewalls, some “fake” dirt, correct year tags (made out of cardboard), no hot rod or late accessories, etc. After all it was the war



years, and who had whitewalls during the war? Lucky if you had tires.

The pictures we call “Rags to Riches” show the exact same car restored and after some TLC movie features were applied. In the uncropped photo, note the O'Donnell's '36 Roadster, and old and modern pickups in the background. The last picture is of the set crew applying dirt after blackening the whitewalls. Most all the cars got the same treatment and later they cleaned up just fine.



Judy & I had nicknamed our coupe “Bonney,” but now we also call her Miss February

WOODIES ARE EVERYWHERE!

Editor

I am the kind of guy who buys his coffee at the gas station, but while showing my house guests around Fairfax Square we wandered into Caribou Coffee shop. The first think that caught my eye was a display featuring a '46-'47 Ford woodie likeness! Big and colorful, two sides with LED light flashing! What was the store going to do with this after the holidays? I asked the manager and she said that they would toss it out in a few weeks, but she would save it for me – Yeh, I thought, probably. I gave her my card and told her that I had a woodie like the one on the display and that you would really make my day if you could call me.



Two weeks later, she did, and it is safety hidden away until next Christmas season.

BACK PAGE PICTURE

How is the '50 Mercury exterior different from the '49? There were noticeable changes in the body trim. The parking lights are larger, enclosed in a much larger and heavier chrome enclosure, and the hood trim is completely different. The block letters spelling MERCURY are replaced with a long chrome spear with much smaller lettering embossed into it. The '49 had a vertical EIGHT in the center grill piece – not in the '50. Likewise the EIGHT was left off the hubcaps. The trunk lid has a new emblem and MERCURY is spelled on the real license guard.

Leo Cummings and Bob Helms drive 1950 Mercury's

2007 Eastern National Meet Update

Cliff Green



The first meeting of your National Committee at Sandra and Cliff Green's house, Jan 7th.

- Jim McDaniel volunteered to be the secretary of the Corporation.
- The by-laws for the Corporation VA-V8, Inc were amended and adopted.
- The logo and Meet theme were discussed and a committee was formed to come up with choices.
- Committee Chairs were outlined and responsibilities assigned.
- The Tour Pack Chair (goodie bay) was removed from Don Lombard's responsibility and a new volunteer will be found – (Jim LaBaugh has volunteered)
- The next meeting will be at Dave Gunnarson's on March 18th.
- Each Chair will present a budget for their committee to the treasurer by the next meeting.

A time line will be developed.

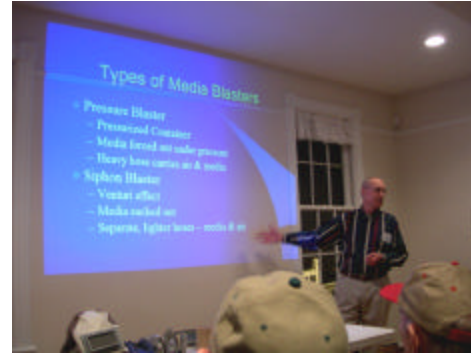
JANUARY MEETING

The January meeting was a Blast! Standing room only greeted member Ken Burns for his Power Point presentation on Media Blasting (Thanks to Jim McDaniel for operating his laptop viewer).

Ken explained in detail all that one would need to know about the science of using media to clean all kinds of material. Crushed walnut shells are used to clean aircraft jet engine turbine blades. It will not etch, or scratch aluminum,

glass or chrome. Glass bead for general parts cleaning – comes in different grits: Skat Magic which cuts faster than glass bead and leaves a medium texture to the metal; Silicone Carbide abrasive stays sharper and last longer, plus more and more specialized media to achieve what ever is needed.

One thing that Ken stressed was the use of a very good mask, or better yet a dedicated air supply, because this stuff should not get into the lungs!



Ken built his own sand blast cabinet from plans and used

TIP parts – he saved 50% on buying a completed unit.

The most important item in blasting operations is clean, dry air supply at a constant 80 psi.

His program was so good that he will do it again for the Model A Club meeting



Luposello, Mark & Cris

1027 Bellview Rd.
McLean VA 22102
703-356-3764 drspdracer@aol.com
32 Roadster, 38 Std. Coupe

SELL/WANT

For Sale - 1937 Standard coupe. Supposed to be in very good condition. Second owner, very low original miles. Taking bids. Contact Jack Ashburn, Whitestone, Va. (804) 435-6171.

Wanted: one 16" Ford 1940-48 steel wheel and any 16" tires to use as rollers during restoration. Mark 703-356-3764

DISPLAY ENGINE

The committee is in the process of arranging pickup of the 1940 V60 display engine from Ray Kunsman in GA. It was featured on the front page of the *FOUNDATION NEWS*. They are really excited about our pending donation. We will display it along side their booth at Batavia and Hershey – it will promote both our meet and the Foundation.

FLASH

An email vote of the National Meet Committee has selected "VIRGINIA CELEBRATES V8S" in recognition of the 75 years of the flathead. The theme will be part of the small circular logo for gear shift knobs and hats as well as the larger design with a '32 engine to go on T-shirt, tour packs, programs, posters, etc. Member Bill Fox and his son Billy are working on a draft to present to the committee.

Once the design is finalized we will print stationary and T-shirts to advertise our meet.



V8 CALENDAR NVRC



The functions for the year will be determined at the Board of Directors meeting on January 31th . Here are few of the highlights:

- ◆ February Membership Meeting Feb 14th -Steering Columns & Boxes: Dave Gunnarson, Hank Dubois, Eric Sumner. Refreshments: Jim McDaniel
- ◆ February Tour – Feb 19th - Open house, Cars & Trains at Clem Clement’s, Fairfax
- ◆ March Membership Meeting March 14th – U.S. DOT Crash Testing: Jack Machey Refreshments: Eric Sumner
- ◆ March Tour – March 25th - Frederick Flea Market- Sugar Loaf Mt. AACA Parts Meet
- ◆ April Tour – Annual Poker Run - Date TBA
- ◆ 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.

PLEASE JOIN US FOR TRAIN DAY

FEBRUARY 19, 2006 12-5 PM

AT THE **CLEMENT HOUSE**

12106 GARY HILL DR ,FAIRFAX VA 22030

Bring your significant other, kids, parents, and any other train, antique or old car lovers to join in the fun and fellowship of antique trains and old cars.

Weather permitting, additional antique cars may join us. New additions to the antique train collection are on display and some trains are under power. Bring “show and tell” trains, if you like, and we’ll try to run them. If you have trains to be repaired, this is a good time to drop them off.

A favorite appetizer, finger food or dessert brought for sharing would be gratefully appreciated.

Directions: Take Route 66 West to Exit 55 (Fairfax County Route 7100) South to Braddock Road. Turn right toward Centreville. Turn left at the first traffic light onto Colchester Road and go 2.2 miles. Cross Popes Head Road (Baptist Church on corner), turn left on Saddlehorn Drive (Through the brick entranceway into Colchester Hunt Village.) Second right is Gary Hill Drive. We are the first house on the left.

Alternate route: Take Braddock Road West off the 495 Beltway. Travel west about 15 miles, cross under Fairfax Parkway and turn left at the traffic light onto Colchester Road and continue as above.
See you on Train Day!

Sandy and Clem Clement (703) 830-5597 clem.clement@cox.net

Dave Gunnarson, Hank Dubois and Eric Sumner team up to discuss

Steering Columns and Steering Boxes

at the Feb 14 Membership Meeting. They claim that they

“Won’t Steer You Wrong”



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: **John Girman** 703-242-1459

Vice President: **Dave Gunnarson** 703-425-7708
Secretary: **Jim La Baugh** 703-573-9285
Treasurer: **Greg Mensinger** 703-893-5644
Membership: **Jim McDaniel** 703-569-6699
Tours: **Hank Dubois** 703- 476-6919
Past President: **Steve Pieper** 540-465-9512

Programs: **Eric Sumner** 703-709-4164
Property: **Frankie Martin** 703-928-7136
Activities: **Dave Westrate** 703-620-9597
Historian: **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
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