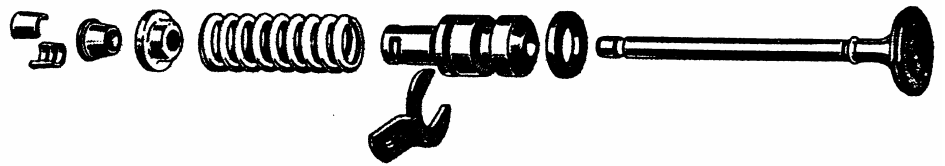




Valve Clatter



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

NEW WEB ADDRESS: www.nvrg.org

Volume XXIX, No. 12

December 2007

Cliff Green Editor

This month marks the 30th Anniversary of Regional Group #96 of the Early Ford V8 Club of America. The first meeting took place in Mike Gall's basement in November and we received the charter from the National the next month.

This is the last month in celebration of the 75th anniversary of the flathead Ford. We held a successful convention in recognition of the fact. The fabulous '33 is next!

NVRG HOLIDAY GALA

Once again, the NVRG kicked off the holiday season at The Country Club of Fairfax on the evening of December 1st. The Club was decorated to the nines inside and out to pull one into the holiday spirit, and our members looked pretty dapper themselves in cocktail finery for this annual event.

This year brought the largest turn out of NVRG members yet, with 63 making reservations, and we found ourselves pushing the limit on the room capacity. Has it been 12 years now since we have been gathering at the C.C. of Fairfax for this annual event? Using smaller tables allowed for ample room for mingling during the cocktail hour and though cozy at the tables, no one seemed to complain. Even though the club offers a larger room to accommodate up to 75 people, members seem to think of this festive and sparkling room as the only place to be for our annual Holiday Gala, and members don't want to make the change when asked their opinions! So remember—get your reservations in early when asked next year!

Following a few words of welcome from President Dave Gunnarson, and the blessing of our meal and members by Dave Westrate, we were treated to the always moving "Amazing Grace", beautifully played by Jim McDaniel on his bag pipes and dressed in his most striking Scottish finery. As always, it was the perfect touch to begin our delicious dinner.

Cliff Green, retiring editor of the "Valve Clatter", was recognized for his eleven years at the helm with a special edition of the VC. This 20 page epic was created by Dave Gunnarson, with contributions from many members. What a special and most thoughtful surprise for this editor, and a big thank you to all who made this possible.

After a delicious meal and dessert, it was time to begin the always popular gift exchange. Bill Simons was MC for the night, with his usual gift and flair for words. He explained the rules and ran the show much to everyone's delight. Always full of quips, his best one was explaining why it took so long for the drawn number to be recognized, because, "We are getting older and cannot hear the called number, nor can we easily read our ticket...we should be starting at 4:30p.m. in future years to get through the evening!"

(Continued Page 3)



December 2007

WOW! What a year it's been. We normally have our hands full with the Fairfax Car show, and all the other tours, meetings, programs, special events and this year we hosted the Eastern National Meet. It would take far too long to list everyone that made this year a great one but I would be remiss without mentioning a few notable and outstanding efforts. Obviously, **Cliff Green** and **Hank Dubois** as Eastern National Meet co-chairs pulled off a great show and were assisted by a big team including spouses. Thanks to everyone for all you did to make this a success. **Dave Westrate** practically single-handedly pulled off another wonderful Fairfax Car Show. We normally fret about this event and put some real time into it, but with the National Meet this year, Dave took it on and had another winner. My personal thanks go to **Eric Sumner** who filled in for my many absences due to business travel this past year. It certainly wasn't my plan and I'm glad he filled in so well. Again, my thanks go out to everyone else for what you did to make it a fun year.

As the cold weather and longer periods of darkness of winter settle in, I've retreated to my garage to clean away the accumulated materials that seem to gather around, over and under my truck in hopes of getting the restoration progress back on track. Has anyone else noticed how the magnetic attraction of a vehicle exponentially increases with the decrease in the likelihood of it moving in the near future?

Next year is shaping up to be a good one. **John Sweet** is developing a list of programs and I'm sure he would love to hear from you about any ideas you might have. **Leo Cummings** is mustering some tours so we can run the old Fords down the road and **Jim LaBaugh** will be bringing you the Valve Clatter with all the latest news.

I wish everyone a very happy holiday season.

Dave

Cliff Green receiving recognition for his eleven year tenure as the Editor of the Valve Clatter. A Special Edition was created by the President with input for many members.



THE HOLIDAY GALA (Cont)

The gifts revealed a wonderful variety of automotive and non automotive items, much to the delight of many wives who have seen enough shop towels, model cars and cleaning solutions over the years!! Some of the favorites to be passed around was a Stromburg 97 coffee mug. In fact Steve Pieper was so intent on obtaining the mug that when his number was called, he completely forgot to pick and open a gift first. Also, Bob Wild was so anxious to exchange his gift for something else he had his eye on, he could not hear Jane yelling at him that the one in his hand was a "keeper"! I think that Linda Kearsse saw her gifts taken by members nearly every other round! A ceramic Fitz and Floyd Christmas Santa in Antique Car music box was a very popular item, making the rounds throughout the evening. The first person to be picked and thus the last one to make that final exchange was Eric Sumner, who chose Tommy Lumpkin's restored 1924 flashlight from Cliff Green. Poor retiring editor, and lucky Eric! Tom brings a beautifully restored flashlight each year,, and they are coveted by all.



Jim & Edna Cross

Another big hit were the two cedar blue bird houses made by new attendee, Jim Cross. Along with his wife Edna, Jim & Kathy Nice, and Maury Roesch & his wife, they were first timers to our annual Holiday Gala. A big welcome to you!



"Amazing Grace" played by Jim McDaniel



The woodie guys wear brown jackets, of course!



Ken Burns selling the NVRG calendars to Jeanette Hall



Pres. Dave & Sarah, Jason, Jim LaBaugh, Rob Doudrick



ON THE ROAD AGAIN

Jim LaBaugh

"You know why wheels are round?" asked Frankie Martin as the flathead Ford faithful gathered in the Fair Oaks parking lot on a cool, overcast autumn morning. He then supplied the answer "It is so they will roll down the highway." Our club definitely gives members many opportunities to roll down the highway in our vintage Fords to interesting venues. This day's stops would include a visit to Walt Moyer's Rolls Royce and Bentley restoration shop in Front Royal and Nick Nicholson's Windamere Farm in The Plains. The gray skies reflected in the chrome and black lacquer finish that looks like it is still wet on Frankie's '51 Custom Tudor did not keep some flatheads from rolling. Cliff Green led the caravan out of Fair Lakes in his '40 Deluxe Station Wagon, followed by Frankie Martin, Jim McDaniel in his '51 Black and White Custom Tudor Cruiser, and about 15 members in modern iron.

The mists on the Virginia hills provided a grey backdrop that highlighted the reds and yellows of autumn as the caravan wound its way west to the banks of the Shenandoah at Front Royal. There, the group was joined by Tom Shaw in his '51 Custom convertible and a host of other club members and spouses. Numerous Rolls and Bentleys awaiting restoration lined up about the width of a piece of paper apart greeted us



as we assembled in the parking lot. Once the V8s were parked together, we were invited into the working area of Moyer Motocars, Inc. to browse among the many cars on the shop floor and below those on hydraulic lifts. Two of the cars were rolled out to allow for better viewing and these set the stage for Walt Moyer to begin his many tales of Rolls past and present. Walt got his start working on Rolls Royce iron at the age of 8, repairing heads under the direction of his father. He prefers to get the Rolls Royce and Bentley motorcars under his care road worthy. It was clear the emphasis was on quality work with the intent such work be seen on the highway.

The two cars we surrounded while Walt began his discussion were good examples of his philosophy. Both were mid-1930 vintage vehicles, a Silver Wraith and a Silver Darby. Both have been on the highways and byways of Virginia often, and

the people who own them have had them in the family for a long time, with the Silver Wraith involved in proms and weddings, with many more to come as refurbished yet again by Walt and his staff of 18. Walt explained that rivet counting is problematic for the Rolls as each was hand made, as it were, with an aluminum skin fitted over wooden supports of ash rising from the frame. The Silver Darby had been hit in the left rear, ripping the fender and trunk. Walt TIG welded the individually fabricated replacement back on and it was impossible to tell the car was any different from what left the factory. Another example of the restore to drive philosophy was visible behind the Silver Darby - a 1937 Austin 7 Walt Moyer is reassembling for a friend who will use it as a commuter car in D.C. - top speed 40 mph!



Walt continued the story of Rolls Royce and Bentley, providing background on each marquee, noting that after working on them all of these years he has developed a feel for how and why the cars were produced - approaches far removed from the Ford assembly line process, and at time counter-intuitive. He noted current Bentley's are mainly BMW and VW parts with a Bentley exterior - not at all like the original. In addition to many cars, over the year's Walt's father acquired many other items, such as two F86s and a Bell helicopter of Korean War vintage. The plan had been to open a museum in the Merrifield VA area, but Walt's father passed away before that could be accomplished. The Front Royal airport has one of the F86 planes on display and Walt and another relative assembled it in a couple of days - both had been in his backyard for years and he disassembled it for transport to the airport where it sat for a few years while the airport decided what to do with it, eventually letting Walt reassemble it, rather than lose the donated aircraft.



A visit to the adjacent storage room followed. In it, as in the parking lot, a variety of cars were packed together, including another Silver Wraith and Silver Darby, but in very rouge condition. Walt mentioned that Rolls had many different coach builders, and the rouge Wraith had been built by a French firm using steel instead of aluminum. Among the Rolls Royce and Bentley motorcars was a early '70s Ford Pantera in red. Walt was looking to sell it for \$35k as he was not young enough anymore to squeeze into it. Another gem was a white Silver Cloud convertible. Walt told us he bought it on a trip to Los Angeles while looking for parts. The previous owner had paid over 6 figures for the car, but a tree fell on it. It was disassembled for repair, but the owner had little success finding someone who could put it back together. In frustration he was selling the parts as parts. Walt made him an offer of about 1/5 of original price, and finally the owner agreed just to get the parts off his lot. All the part provided a dilemma, how to ship them across country. The solution - Walt reassembled the car in 16 hours and drove it back to VA, much to the consternation of the previous owner!



And yes, there is a connection of Walt's shop with flathead Fords - his father-in-laws red '50 Custom Sedan, next to '48 Lincoln Continental. One of the nearby Rolls awaiting further work was one club member Don Pauly saw in Monaco just prior to Princess Grace's wedding, while he was stationed in the Med on a minesweeper. Only one car in Walt's entire shop was under cover, and at the end of the tour he unveiled his 1937 Cord. Walt noted Cords were notorious because of the unreliability of the front wheel drive due to an insufficient front axle. He fixed that problem by installing a front axle from a Tornado. With so many stories it was difficult for us all to leave and continue the journey, but finally roll along we did.

The journey continued along hill and dale that makes getting cars on the highways and byways of Virginia so much fun. The next stop was Windamere Farm. The main focus of the farm is horses, but across from the stable was Nick Nicholson's garage. It housed Nick Nicholson's pink and white '56 Thunderbird, black '39 Deluxe Convertble,

with rumble seat, and blue '31 Model A pickup. Nick provided a history of each car and we all enjoyed seeing them.



The road trip finished in The Plains, where a late lunch was eaten and many tales were told at the Rail Stop restaurant.

It had been a great day on the road, and in the garages. Thanks to both Walt Moyer and Nick Nicholson for opening their garages to us and taking the time to talk about their cars, and to Leo Cummings and Hank Dubois for organizing a very interesting day.

DUPONT OFFERS 80 YEAR COLOR LIBRARY ON LINE

(Thanks to the Dec. Road Chatter, N. Ill RG)

Dupont Refinish has established a free online library of virtually every color chip that it has produced over the last 80 years.

Located in the Color section of the DPC website www.performancecoating.dupont.com it is a historical color library, a searchable application that allows the user to view, print or download a scanned image of every automotive and truck color ship DuPont has produce since the company introduced Duco nitrocellulose lacquer in 1924.

Although the scanned images of chips, or even chips themselves, are not exact reproductions of the original colors, the images will give the user all of the text information related to the year and vehicle manufacturer, as well as approximate visuals of the colors.

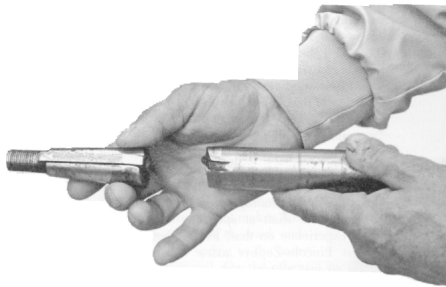
The formulas will be of some value when trying to reproduce the original. You are allowed to print of save the color charts as they are displayed.

TECH/SAFETY TIP

Editor

Dave Cole, editor of the informative "The Way of the Zephyr" wrote an article in the July/August 2007 issue, page 23 "A Treatise on the Importance of Keeping you Axle Nuts Tight!" I wrote a similar article concerning the importance of the axle key and the nut in a back issue of the VC and it was printed in the V8 TIMES, Volume 38, Number 1, page 17.

Now, since our cars are 54 – 75 years old the rear axle has been subject to stress. The only way to determine if they have not fatigued or cracked is to have them magnafuxed. This should be done during restoration. Or, close visual inspection with a magnifying glass – look for hair line cracks at the start of the taper. My Father-in-law always was suspect riding in the woody any distance because the axle might break He remembered this as a problem in the early days. Henry Ford always was suspicious of hydraulic



brakes and preferred "Steel from pedal to wheel". If you loose your brake drum with the wheel because the axle brakes, than there goes your hydraulics and you can

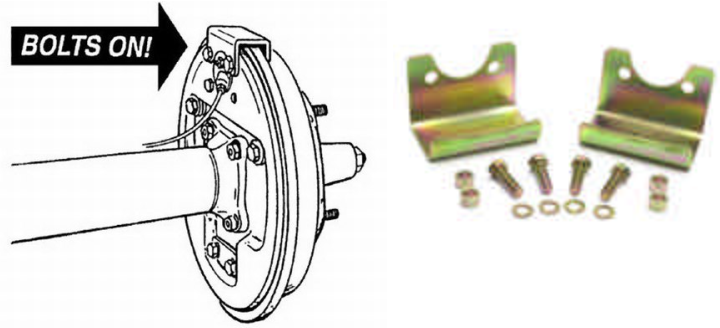
imagine the adventure in store!! You will eventually stop with the friction of the backing plate and rear fender scraping the street as you watch the rear wheel pass you down the road! With mechanical brakes, at least you can stop. Fortunately most axles are reported breaking are on the left side as you start up from a stop in low gear and this is detected by the engine reving and you are not going anywhere.

After reading several stories about the rear axle snapping in the V8 TIMES and the resultant excitement, I wanted to pass on a very important safety tip on what we can do.

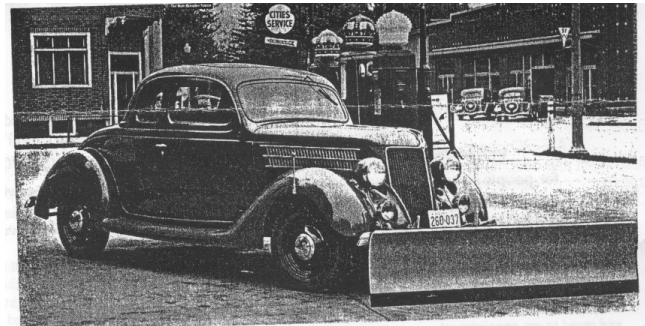
First, is to make sure that the axle key is square and fits snugly in the groove in the shaft and that the threads on the shaft are sharp – otherwise run a chaser over them. The nut is torqued down to 150 pounds and a beefy cotter pin is installed. Since the shaft is tapered we want to squeeze the drum on the taper and lock it there. Some mechanics in the past lapped the taper with valve grinding compound to insure a snug fit.

There is a solution to retain the brake drum and wheel by using a hook type drum retainer that is bolted to the wheel cylinder using grade 8 cap screws. With this arrangement you would not lose hydraulics. It is available from Speedway motors for \$20 (order line 800-979-0122

speedwaymotors.com) – cheap enough insurance. For those of you with mechanicals, it would be necessary to drill holes in the backing plate to bolt on the retainer.

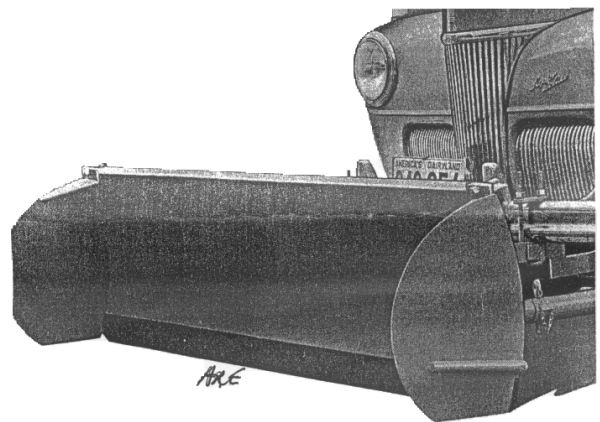


MAKE YOUR FORD USEFUL



ARE YOU GOING TO SHOVEL SNOW THIS WINTER? WHY NOT GIVE YOUR LOCAL BLACKHAWK DEALER A CALL AND HAVE A PLOW INSTALLED ON THAT EARLY FORD THAT YOU LEAVE PARKED IN THE GARAGE ALL WINTER!

Special Features: Quickly attached
Quickly adjusted
Quickly removed
Easily stored
Rigid in construction
Simple to install



From the Cliff Moebuis collection

EMAIL BAG

Ken Gross

Like many EFV8 Club NVA members, I have been very happy with Ben MacDonald's work, and I continue to use his skills.

Here's another local name our members should know: If any of you require high quality painting, whether it's a complete car, a set of wheels, an engine or just a fender, I'd like to recommend Warren Barbee, my friend and neighbor in Purcellville.

Warren is a highly skilled body man, painter and fabricator. He's an old car enthusiast, a talented mechanic and a great guy.

After an errant automatic garage door took a whack out of my '40 coupe, Warren removed the resulting nasty dent and repainted the rear fender using Cloudmist Gray paint from Color-It. He did a perfect job and the work is undetectable. His rates are reasonable, and he has space available. He also has a trailer and can pick up and deliver your car. Call Warren at 540-338-6267.

John Ryan in response to a window bug question

The kits for do-it-yourself etching of glass bugs were supplied for many years by Fred Hayner. Fred passed away a few years ago and no one stepped up to continue his business. Fred's family continued to sell the kits for a while, using available stock, but I believe that supply has now totally dried up (literally and figuratively).

A new supplier of DIY kits emerged last year to fill the void - Carleton Glass. They have developed a new and different process which has some advantages over the Hayner process. I have not used Carleton so I can't offer any direct experience. Maybe another RG member has. I spoke with these folks at Hershey last year - they left a favorable impression. (I seem to recall they were somehow connected to Roy Nacewicz, who used to be in the glass business some time ago.)

You can contact Carleton at :
Carleton Glass
P.O. Box 233
Carleton, MI 48117
(734) 654-9190

Ray Kunsman

At the Ford glass factory each panel was "bug etched" on the same side of all the glass panels. Therefore when the glass was installed in the car at the factory half the glass panels have the bug etched on the inside of the car, and the other half of the windows the etching is on the outside.

LADIES COLUMN



Ladies – notice the romantic gaze given to the dashing copilot of this shiny American Airlines DC-3 – and of course the copilot is not looking at the girl. He is admiring the new '41 coupe! It was the copilot's responsibility to hang out the flag upon landing no matter what the weather. This is the Flagship Elkins (as in Elkins, WV). Every airplane was named after an AA airport. There was only one stewardess on board for the two pilots to fight over! (*Von Hardesty sent in the picture*)

FORD JEEP

Editor

How can you tell if the WWII jeep you are looking at is made by Ford – easy, look at the dash and behold the '40 Ford standard instrument cluster!! I did not realize this as so until I saw this unit at the Virginia Beach Airport, home of the Fighter Factory (vbairport.com).

This is a very interesting museum full of operational WWII and WWI airplanes and vehicles and it is FREE.



BACK PICTURE

Merry Christmas and a Happy New Year from the NVRG Board of Directors

SELL/WANT

FOR SALE. 1966 Mustang convertible. Rebuilt 289, console, power top, automatic, spinner wheel covers. New upholstery and painted turquoise dark metallic \$18,900 Bob Wild 540-347-0725

FOR SALE. 4 15" Mercury wheels with tires mounted. \$60 each. Bob Wild 540-347-0725

ENM ITEMS FOR SALE

Frankie Martin has numerous items remaining from our National meet including:

T- Shirts @ \$15

Gear shift knobs \$5

Note pads – free

Red Ford Hats - \$10

Tire gauge/ pen- \$3

TECH TIP

Jerry Lunt

For winter be sure to use gas” Stabil” when storing your car. For the older cars with cloth interiors and wood sub-bodies, put silica jell and moth balls in the interior and “D-Con” outside, but near the car. This stuff makes rodents thirsty and they leave the garage to find water (make sure there’s none in the garage!). Also, install a cut-off switch- the critters like to cuddle the slightly warm wiring and eat the cloth insulation. *Jerry must have storage in a detached garage in the woods! Never the less, he has good points. I exercise the woodie at least twice a month and make sure it is driven five miles or more to warm everything up. I hook up the battery tender when I go to Florida. I do not have a battery disconnect – if there is no spark when you attach the cable, there is nothing alive. For those of you with an electric wind clock, or interior lights, yes.*



GRAND NATIONAL MEET UPDATE

This once every five year event will be upon us before you know it! It will be held July 13 for early check in but the events don’t start until Tuesday the 14th (swap meet, displays , meetings, Welcome Party) – through Friday the 18th (banquet). The concourse

will be on Thursday at the Headquarters Hotel – Dearborn Hyatt. There are plans for a tour of the Rouge plant.

You may register for the meet by downloading a form from the EFV8CA web site at \$75. This will avail you a registration number that is required to get a reservation at the hotel. Since the National was out \$9,000 in 2003 because they did not meet the required room nights in the contract, it will be necessary to put up one night (\$122 plus tax) which is none refundable if you decide to cancel.

So, we should be thinking about who will be driving the old Fords out there and if everyone plans on staying at the Hyatt or alternate lodging. In 2003, we had a large group of us.



The weather was fantastic and the tours were outstanding. Sandra had a wonderful time. There is lots to do in the Dearborn area.

IT’S DUES TIME ONCE AGAIN –

PLEASE SUBMIT \$15 MADE OUT TO

Northern Virginia Regional Group and mail to

Jim McDaniel, 7112 Ayers Meadow Lane, Springfield, VA 22150

You must belong to the National to be a member on any RG

NAMES (INCLUDING SPOUSE) _____

Fill in parts that have been changed

ADDRESS: _____

CITY/STATE.ZIP _____

TELEPHONE _____ EMAIL ADDRESS _____



V8 CALENDAR NVRG



There will be no Membership Meeting or Board of Director meeting in December.

The calendar will be posted in the January issue. John Sweet has a list of very interesting programs for the new year including a talk about preparing and driving a Ford in the Great Race, talk about the effects of the Ethanol in our Flatheads, A model car show, the popular "Show & Tell and others in the works.

The usual garage tours will be coming, along with the Spring Poker run. The NVRG has fun, and we would like to see more new faces to participate.

THE LAST ONE FOR ME!



Our new editor



The VC is being passed to very capable hands. Jim LaBaugh has written many articles with imagination and flourish. Plus, he is a woodie owner!!

It is most important to help him with material as it is easier to assemble the information than it is to create it. It would be nice if members took digital pictures at our events so that Jim can have a variety to choose from.

Ken Burns has volunteered to handle the calendar page which was always a chore for me. As secretary I shall write up the monthly meetings reports. The VC needs someone to take the Tech Tip column. Also, the VC fell off the awards chart mainly because there were no items for the Ladies which are part of the judge's score. I refused to down grade the newsletter with recipes which no one would read. Frankly, I ran out of ideas for the ladies, so it would help Jim and our rating if someone would take this column over.

I was constantly fed pictures and articles that were unsolicited. Some I used, other are still awaiting space. The continuing flow of material would be good for Jim to pick from.

I enjoyed publishing the VC. There were times that required several evenings putting it together – most of the frustrations were with formatting. Why won't this picture stay put! The spacing will not adjust. I have to cut to make it fit. Important material would come in at the last minute, so all the articles had to be shifted. Many times, at midnight, I gave up and sent it out, thus there were spelling and grammar errors that my proof reader (Sandra) could not review.

I want to thank John Girman who assembled the VC while I was in Florida. Thanks to Dave Gunnarson who assembled the Special Edition and to those who contributed – it was special. And, many thanks for all the input, both unsolicited and requested that made the VC a rag to read! Good luck and smooth typing to our new editor – I have passed on the glue that binds the club together. No Jim, it is not an eleven year commitment!

Editor (no longer a lame duck)



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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Past President: John Girman	703-242-1459	Web master: helenandken@verizon.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