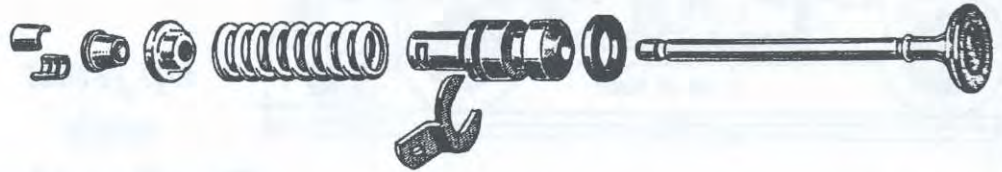




Northern  
Virginia  
Regional  
Group



# VALVE CLATTER



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

Volume XX, No. 2

February 1997

Cliff Green, Editor

The Washington Times

OUT OF THE PAST / Vern Parker

PAGE E26 / FRIDAY, DECEMBER 20, 1996

## Vienna man finally gets his 1946 Ford — 50 years later

Let's face facts.

Regarding the automotive ownership feeding chain, high school kids, if they have to pay for the car themselves, are dead last.

Generally speaking, as cars gravitate from new through the various stages of used, teen-agers are the owners of last resort.

Now think how tough it was for car-hungry teen-agers in the car-shortage post-World War II 1940s or early 1950s. After the war, every car on the road was at least 5 years old and most were much older.

Adults, those people with money, were competing for cars normally relegated to the high school crowd, those people with very little money.

Consequently, most teen-agers in those years couldn't afford even a used car and, if they could, it was usually a well-worn, pre-war model.

Thus it was that Dave Blum, a youth in those days, looked upon the first postwar cars with a resignation, knowing he couldn't have one — then.

But that was then and this is now

and it's never too late to enjoy your childhood.

In March 1994 Mr. Blum, of Vienna, purchased from a friend a 1946 Ford Super DeLuxe convertible, just like the ones he admired as a youth.

It was dismantled and in Leesburg, Va., when purchased. For about a year and a half Mr. Blum attempted to reconstruct the sporty car of his youth. After observing the rate of progress Mr. Blum decided to try another alternative.

In January 1996, he had the car and associated parts hauled to Karl Anderson, an automobile restorer in Berryville, Va.

"How much do you want me to do?" queried Mr. Anderson.

"I want to drive it away when you're finished," Mr. Blum replied.

Eight months later the call came, "Come and get your car."

In the intervening months many things transpired before the 3,240-pound convertible was once again whole.

The 239-cubic-inch, flathead V-8 engine was rebuilt so it once more produces 100 horsepower.

The odometer at that time was set back to zero.

While the dashboard was out of the car and in New York for a wood-grain finish, Mr. Blum was busy searching coast to coast for specific trim pieces Mr. Anderson needed for the restoration.

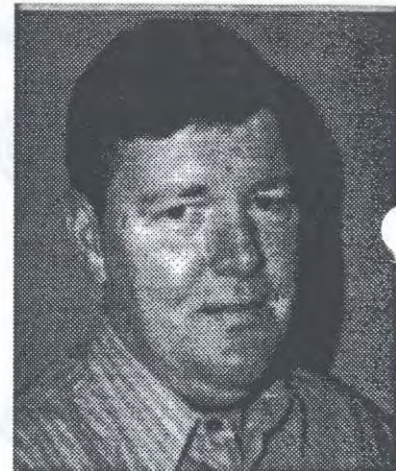
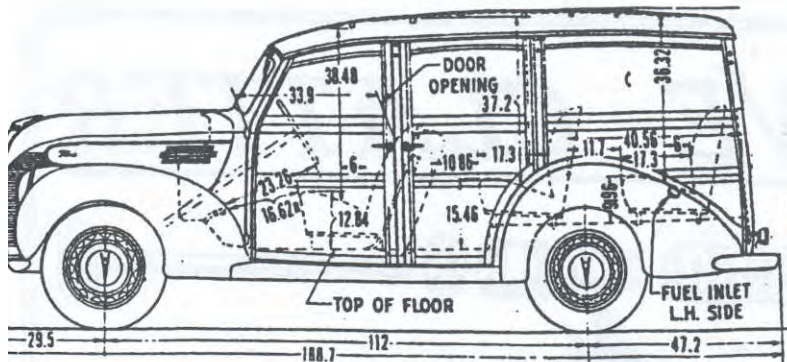
LeBaron Bonney provided the appropriate khaki-colored convertible top with a glass rear window. The interior upholstery is red leather with whipcloth trim, Mr. Blum said.

No matter how small, no detail was overlooked during restoration, down to the wing-vent-window cranks and the knob above the windshield to swivel the antenna up or down.

At the base of the windshield is the dual ashtray arrangement on the dashboard. The wipers are vacuum-operated, but the convertible top is hydraulically powered.

Mr. Blum's 1946 Ford is set apart from the nearly identical 1947 and 1948 Fords by the twin chrome strips on the trunk lid and rectangular parking lights.

Appropriate trim rings dress up the wheels as well as the three con-



*Up front*  
with  
**The President**  
**February 1997**

**Fellow V8er's**

We hope that this month's newsletter finds you and yours in good health and spirits. We are on the downhill side of winter which means that a fresh new year of car events and activities are just ahead.

At the Board of Directors' meeting, Hank Amster suggested that as our club is now 20 years old we should have a Historian to look after our official papers and maintain important facts, photos, and other stuff. As he always has, Don Lombard (PFL) was kind enough to accept this responsibility on behalf of all of us. Any member who has material that should be maintained by the Historian is encouraged to get it to Don. We thank him once again for his efforts.

The Board of Directors signed a letter which appears in this issue, concerning the status of antique cars and Personal Property Tax in Virginia. Keep your eyes on this one, and your hands on your wallet.

Finally, we have begun to establish our tours and programs for the year. Leading off on Saturday, February 22nd will be a tour of the FBI Academy complex at Quantico, Virginia. This facility opened in 1972 and has been enhanced through the years. Today, FBI, DEA and the National Academy for state and local police managers train at this renowned campus. I know that many of you will be interested in this, and you can find further details in this issue of Valve Clatter.

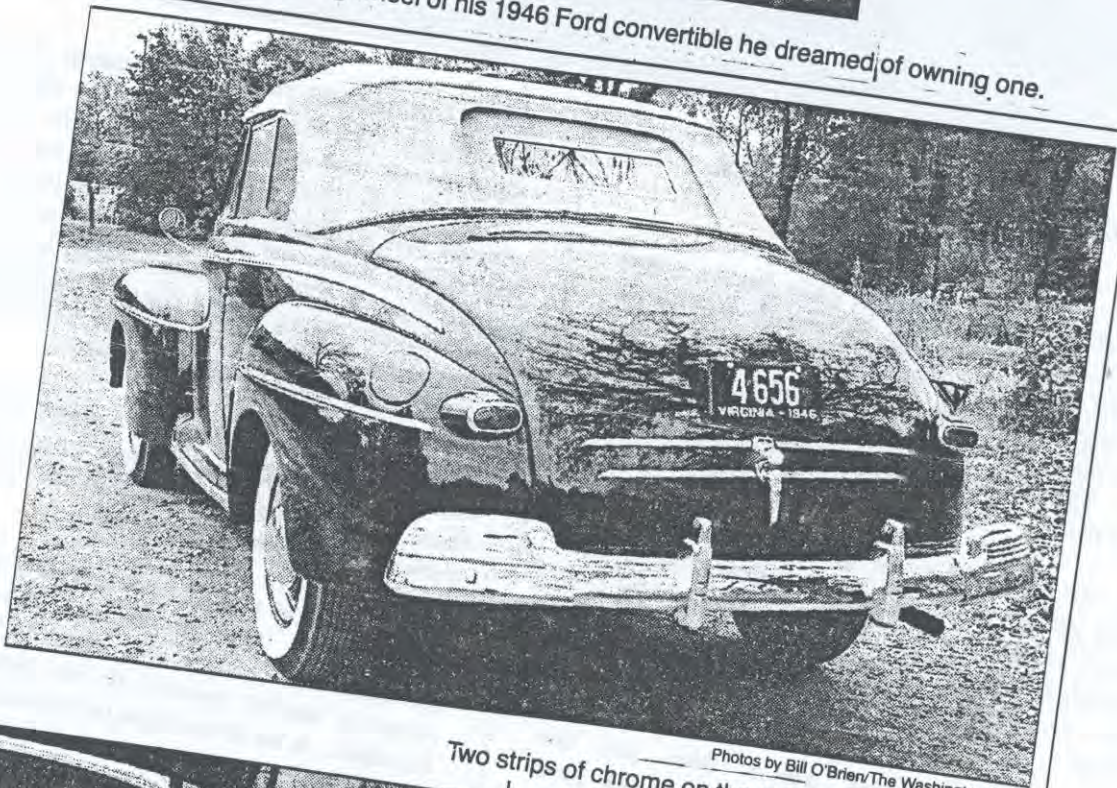
This month's meeting will have a presentation about water pumps by Bill Simons and I will show some of the pieces that I have made for my station wagon : Water and wood, if you will.

Remember, if we all do a little, together we can accomplish a lot!

*Dave*

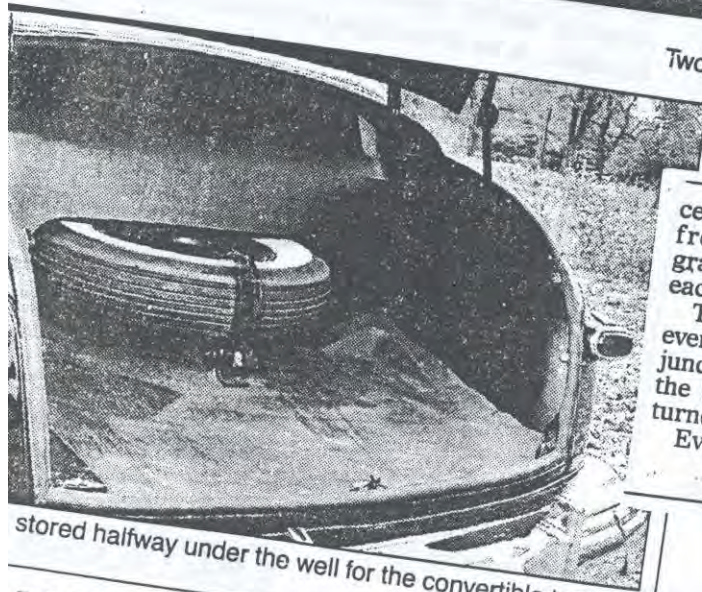


Long before Dave Blum sat behind the steering wheel of his 1946 Ford convertible he dreamed of owning one.



Photos by Bill O'Brien/The Washington Times

Two strips of chrome on the trunk lid was exclusive to the 1946 Ford.

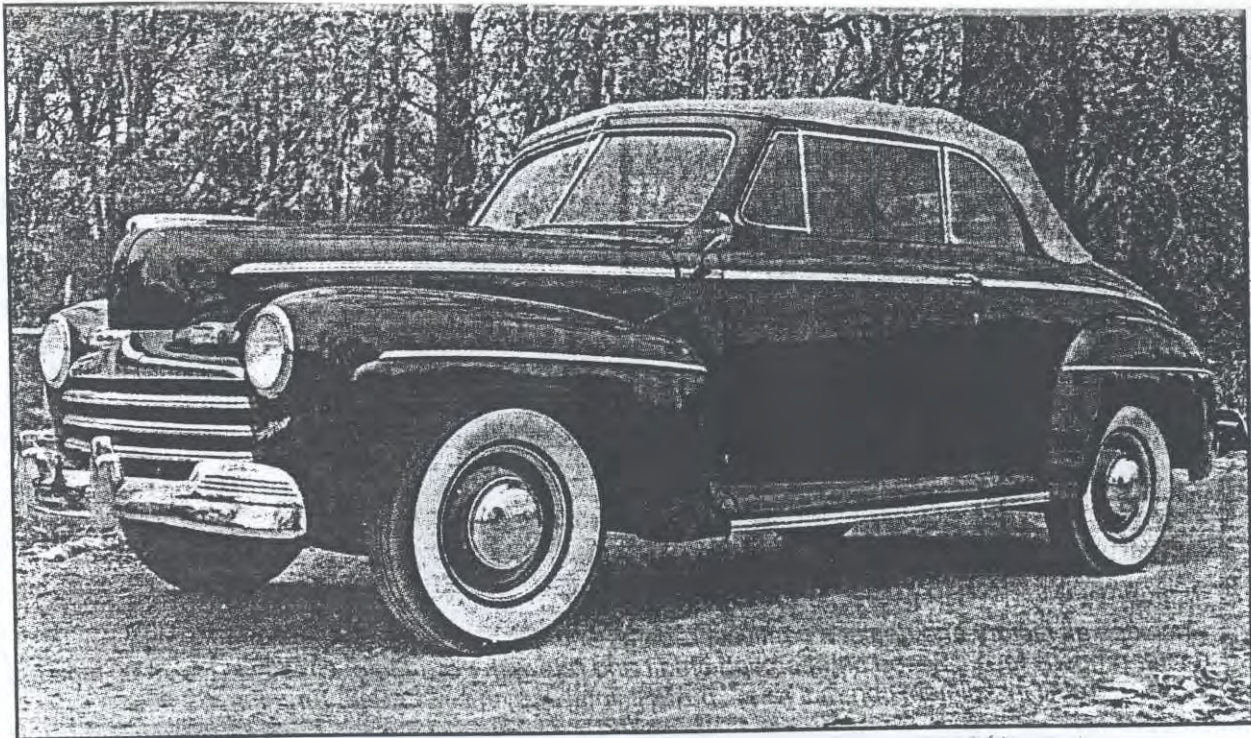


stored halfway under the well for the convertible top.

centric red painted rings. Both front and rear bumpers are graced with chromed wings on each end.  
 Top-down motoring is possible even on the coldest days in conjunction with the three doors of the heater open and the blower turned on high.  
 Even though he has invested

considerably more than the \$1,400 new-car price, Mr. Blum is a happy motorist driving along on the 6.00x16-inch tires mounted on the 114-inch wheelbase. The restoration, he said, "was done right."  
 His next goal is to drive his 1946 Ford down to Atlanta next June for the Eastern National Meet of the Early Ford V-8 clubs.

ALVE CLAN



## DAVE BLUM'S '46 CONVERTIBLE BY TOM SHAW

One weekend many years ago, while paying a visit to Dick Lebkicker's garage, he proudly showed me his latest acquisition. Dick told me he had traded an antique juke box to Jim Wells for a 1946 convertible. It liked very decrepit, but to one who knew Dick's car related skills, it was very restorable.

The car appeared to be brush painted with red oxide primer paint. There was minor rust in the rocker panels, many dents, a later model V8 engine, and incorrect steering wheel and box. The top was ragged, but all the irons appeared to be there.

Several years passed before Dick got the restoration project under way. Being the good Samaritan, Dick helped a lot his friends with numerous car restoration projects before he started on the '46. My 1947 coupe was one of the many cars he worked on before starting the '46. Eventually, Dick began the painstaking process of making an old car new again. He completely restored the running gear: frame, engine, transmission, rear end, front end, and brakes. Everything was taken apart and brought back to new condition. Once that was complete, he started on the body.

I called Dick one evening and asked about the progress on the '46. Dick said he had not been

feeling well and did not have the energy to work on the car. This was a very troubling sign since Dick always had energy to spare. He saw his doctor shortly thereafter and as we now know cancer had tragically returned to his body. We lost a true friend not many weeks after the first diagnosis. Before Dick passed away, he told me that he was trying to sell the '46 convertible to Dave Blum. Since the car was not complete, would I agree to finish the restoration?

I agreed, but had trepidation's about my level of skill, available time and garage space. Dick said there wasn't that much left to do and I could work on the car in his garage.

What remained to be completed were the fenders, hood, trunk, and doors that needed to be strengthened, primed and color painted. The running boards needed to be completed and installed. A lot of stainless trim needed the ding's and scratches removed, sanded and buffed. All the interior garnish molding and dash needed to be painted and installed. The top irons needed to be painted, header put on, top irons bolted together, the top and all the upholstery installed.

After purchasing the car, Dave Blum decided in order to expedite the process he would have Charlie Frantz of "Great Expectations Restorations" in Front Royal, do the metal work and paint the body parts.

(continued next

## 1946 Convertible cont.

While the body parts were being worked on, I completed all the stainless work and running boards. A great deal of time was devoted to locating all of the necessary bolts, small parts, rubber, and trim pieces scattered throughout Dick's garage. Some of the parts were never located.

Many weeks later, the fenders, hood, trunk, etc., started to arrive with fresh glossy black paint. With the help of Gene Rorick, we started to gingerly install the parts as they were delivered. Knowing how much money Dave spent on this stage of the restoration we were both very careful not to ding or scratch the parts.

We were able to get all four fenders on, the grill, hood and trunk. When the right side door was installed we discover that it sat approximately an inch higher than it should. The door also would not fit in its opening. The door opening appeared to be over an inch too narrow. The door not fitting presented a dilemma beyond my level of expertise.

It appeared that the new rocker panel that was installed was too short. Another hypothesis was that after the rocker panel was welded in place, the door opening shrank as the metal cooled. I did not want to start cutting on metal with so little experience, so I suggested to Dave that he turn this job over to someone with greater skills than mine. He agreed and connected Carl Anderson, who not only agreed to tackle the ill fitting door problem but also said he would finish the car!

All the spare parts were collected, put in boxes and along with the car shipped to Carl's garage near Berryville. When Carl saw all of the boxes of parts, I think he had second thoughts about the project ahead of him. Carl worked diligently on the '46 convertible and completed the job some months later. I have not personally seen the car, but I understand Carl and his son did an excellent job. Dave is now the proud owner of a beautifully restored 1946 convertible!

# **Tour of the FBI Academy Marine Corps base - Quantico**

**Saturday, February 22nd**

**9:00am - Meet at the former Hechingers parking lot, Rt 123 and Old Bridge Rd.  
(just north of I95)**

We will proceed to the Academy for a 9:30 arrival and touring until noon. The Academy is situated on 401 acres, has 10 primary buildings, 3 dorms, 6 firing ranges, extensive classrooms and physical training facilities, a drivers training range, "Hogan's Alley" and much more!!!!

**Contact Dave Westrate if you plan to go 620-9597**

The Microsoft Word program that ex-editor Jim Mcdaniels loaded for me makes assembling the newsletter a breeze - border line fun! There is a steep learning curve and you have to practice all the moves, but there is a sense of achievement in all this - what I am doing is setting up my successor, because this does take up more than an afternoon!

**V8 INTERESTS ON THE INTERNET**

The Club has a home page set up by a chap in Calgary. "For Ford V8 Enthusiasts" includes a link to the **V8 Times** with a picture of the latest publication, a plug for the **Ford Foundation** and a member on-line directory. In the directory all you have to do is highlight a name on the list and you can send a message to a V8'er in Australia or Florida. This is only been on line since September 1996.

The **AACA** has a very sophisticated home page with loads of links: judging, calendar, local clubs, membership applications, library and more - very colorful.

**Hemmings** home page is colorful also with cars for sale, links to **Special Interest Autos** and things for sale. There are to many antique autos to list. I believe, for a log on fee, that Hemmings will have a virtual edition on the internet !

**CLASSIFIEDS ON THE NET**

Most of the major newspapers have a home page with a link to their classified section. Some allow you to determine the kind of car, price range and type! The best one that I have found is the **Virginia Pilot** in Norfolk! Under Antique and Classics they listed 193 ads!! You break it down further by type (Ford) and displayed are 29 ads:

- 1930 five window coupe 36,000 miles 919-338-1979
- 1936 Fordor humpback, 87,000 all orig. VG \$10,500
- 1939 coupe, black, completely restored, 420-7762
- 1950 1/2 ton, all orig, black, 80,000 \$6,500 467-9106
- 1956 F100 custom cab V8 ,ex \$6,295 485-7234

**The Richmond Times-Dispatch** listed 24 under antiques & collectibles :

- 1940 Tudor deluxe, not running \$1785 590-2959
- 1947 Lincoln coupe, body A-1, eng ex,\$12,995 744-6395
- 1951 Jeep Willys pickup 4wd \$600 272-5378



The **Baltimore Sun** listed only one vehicle in their classified:

1952 F1 National show winner 717-993-5494

You can search all the area papers for that car but I think that one day all will be linked together so that you use a search feature to find where in the country it is advertised!

**ANTIQU CAR NEWSGROUPS**

A newsgroup is a bulletin board focusing on discussions on a particular topic: rec. auto. antique deals with autos over 25 years old. You can read what is posted and reply - "looking for parts for a 49-52 Ford pickup; calling attention to a web site on the Atlantic City auction; parting out a '46 Mercury in Morgantown, WV; how do I align doc on my '30 Ford pickup?" To respond is as simple as pointing the mouse and clicking on the posting and type your reply and send!

**MORE FOR SALE**

Other clubs send us there newsletters and I will print interesting items - From the Central Delaware Valley RG:

- 39-41 V8 engine \$250, 42-48 59AB \$150, 51 8BA \$200, 53 8BA \$200., 1940 front drums, backing plates and spindles \$175, 39 transmission \$85, NOS Gen armature 18-10005 \$24....call Geo. Robertson 610-644-0679
- 53 Ford PU F100 6 ft bed, no motor \$950, 52 PU parts or whole, 51 Pu ,solid body, 327 \$1950 - 215-788-8967

**THINK ATLANTA EASTERN NAT'L**

The first East coast National V8 meet in two years will be the first week in June! It is a perfect time of the year to drive the cars down. As of now Sandra and I will be driving the '40 woody, Hank and Bea in the '41 convert, Bill simons in his '34, Don Lombard in the '53, Bill Selley '41 panel. We will caravan down spending a night on the road. Come join us - you have to experience a National Meet!!

Dear Delegate;

As the representative designated by your constituent members of the antique automobile club in your District, I urgently request your support of:

HOUSE BILL NO. 2177

A BILL to amend and reenact Sections 58.1-3503, 58.1-3504, and 58.1-3506 of the Code of Virginia, relating to the classification of antique motor vehicles.

DISCUSSION

Several counties are currently placing very high, unrealistic assessments on antique automobiles registered with antique or vintage tags, without basis of fact. Efforts to seek redress at the local level have been unsuccessful. The result has been a crushing personal property tax on owners of antique motor vehicles in those counties. This represents a serious threat to the hobby of antique automobile collecting and restoration in Virginia. A spread of this activity appears very possible, however passage of H.B. 2177 at this time could turn the tide and still not represent any widespread loss of revenue to local jurisdictions.

Antique automobiles are the only collectible singled out as eligible for personal property taxation or increased taxation in Virginia. This is entirely unfair to the many Virginia residents who pursue the preservation of automobiles which were and still are an important part of our heritage.

Antique motor vehicles provide a positive benefit to the community, being used in parades, at shows, in community service fund-raisers, etc. Young and old alike love to see these old cars and experience a part of the past, looking forward each year to the local car shows. The restoration of these vehicles presents a positive role model to our youth, who are shown that by turning their energies to preserving something of historical significance and beauty there are better things to do than getting involved with drugs, alcohol, gangs, and other unhealthy activities.

In recognizing the historical and cultural value which antique motor vehicles offer to the community, The Legislature has always been friendly to our hobby. For example, The Legislature has approved low cost registration in the form of special antique and vintage license tags, and exemption from auto inspection in recognition of not only their positive value to the community, but their limited use of public highways. Once again we, as members of the antique automobile hobby are asking The Legislature to come to the aid of this community and family-oriented pastime.

Passage of H.B. 2177 will assure that a valuable resource within Virginia will not be lost. Without passage, the old car hobby in Virginia will likely face devastation for all but the very wealthy and this would be a shame if we allow this to happen.

Since time is short before H.B. 2177 is up for vote in The Legislature, we, the Board of Directors of the Northern Virginia Region of the Early Ford V-8 Club of America are forwarding this request to you to support this Bill in our behalf. Although the taxation of antique automobiles in some parts of Northern Virginia is not an issue currently, it does represent a dangerous trend if not checked, and we do support our fellow hobbyists in the rest of the State who are already affected or are threatened by this taxation. Our Club has some sixty members whom we represent. Thank you in advance for your support.

Henry H. Amato Amato Ave  
David Blue - Vienna Va  
Jason Javane - Fredericksburg, VA  
Ben Davidson Fairfax Station  
Henry Dubois - Fairfax, VA  
Clifton Green - Fairfax, VA  
Donald L. Howard  
Fairfax Station  
Randi Clear  
Fairfax VA.  
William B. Sully  
Fairfax VA  
Dr. J. A. ...  
Tom Shaw - Leesburg

# Tech Tips

by Dick Flynn

PUGET SOUND GROUP #18



**1. WHEEL BALANCING** Here is a method of balancing wheels on an older spin balance and avoiding the use of extra weights. (A) Locate position and place static balance weight on wheel. (B) Spin wheel and locate position of weight needed for dynamic balance and install weight. (C) Now, instead of adding another weight opposite, to maintain static balance, remove the first static weight and rebalance statically with dynamic weight still in place.

**2. OIL LEAKS** Use a timing light to spot oil leaks around moving parts such as crankshafts, camshafts and distributors. It can also be used to study valve and valve spring action. Connect day-light timing light and run engine at a fast idle, directing the beam on the part you think is leaking. The timing light visually stops the motion of the part allowing you to see where the oil is leaking.

**3. STUBBORN GREASE SEALS** To remove sticking grease seals, drill two 1/8" holes at opposite ends of the seals. Then install self-tapping sheet metal screws in the holes and pry out seal with a forked tool.

**4. DISTRIBUTOR CAP** If your distributor cap blows off of the distributor on the later engines there is a simple explanation. The vacuum advance diaphragm has a hole in it

allowing gas fumes into the distributor. These fumes can be ignited by the sparks from the points.

**5. MOLDING REPAIR** When hollow trim molding is dented it can be straightened out by lead. Select an undamaged portion of the molding and pour just enough melted lead inside of it until it flows slightly over the edge. When the lead cools and hardens slide it along the moulding to the damaged spot. The lead will act as a dolly allowing you to tap out the dents. When the job is finished the lead is easily removed by re-melting it, or, it may just be left in place. All of this without marring the finish.

**6. SPARK PLUG REMOVAL** To prevent damaging the porcelain on your spark plugs try this. Use a piece of rubber hose that fits inside the socket and over the plug. This will act as a guide and cushion and lessen chances of damage.

**7. GASKET SIZING** Cork and paper gaskets shrink as they age. They can be restored to their correct size by being submerged briefly in water. Do not leave in water longer than a few seconds or it will absorb too much water and become too large. Lay out gasket on flat surface. If gasket has become too large it can be shrunk back to size.

**Any questions you may call me at 808-946-6104**

**A 106 page compilation of Dick Flynn's *Tech Tips* is available for \$27.50. Send to:**

**Dick Flynn, 425 Ena Road, #1008C, Honolulu, Hawaii, 96815**



# CALENDAR OF EVENTS

## February

- 7-8 AACA Annual Meeting, Wyndham-Franklin Plaza, Phila, PA  
 8 Indoor Flea Mkt, Chesapeake AACA, Howard County Fairgrounds, W. Friendship, MD, (410)-455-4442  
 11 7:30 p.m. NVRG Monthly Meeting  
 14-16 Atlantic City Conv Ctr Show, Flea Mkt  
 25 7:30 p.m. NVRG Directors' Meeting

## March

- 6-8 AACA Nat'l Winter Meet, Venice, FL  
 11 7:30 p.m. NVRG Monthly Meeting  
 22-23 Sugarloaf Mtn Reg Parts Meet, Frederick, MD  
 25 7:30 p.m. NVRG Directors' Meeting

## April

- 3-6 Charlotte, NC Autofair '97 at Motor Speedway  
 8 7:30 p.m. NVRG Monthly Meeting  
 17-20 Spring Carlisle  
 27 Nat Cap Mustang Club Spring Show  
 29 7:30 p.m. NVRG Directors' Meeting

## May

- 2-3 AACA Museum Inc. 2nd annual meeting, Hershey, PA  
 8-10 AACA Southeastern Division Nat'l Spring Meet, Greenville, SC  
 10 Apple Blossom Meet, Shenandoah Region, AACA, Winchester, VA  
 13 7:30 p.m. NVRG Monthly Meeting  
 16-17 Old Dominion AACA Meet, Lacey Spring, VA  
 18-24 AACA Founders Tour, Tallahassee, FL  
 \*24 Gettysburg, 22nd Annual Car Show & Flea Mkt, New Oxford, PA  
 27 7:30 p.m. NVRG Directors' Meeting

## June

- 3-7 EFV8CA Eastern Nat'l Meet, Atlanta, GA  
 6-8 Carlisle All Ford Nationals  
 \*7 Tri County Region Meet, Luray, VA  
 \*8 Sully Plantation Meet, Chantilly, VA  
 10 7:30 p.m. NVRG Monthly Meeting  
 19-21 AACA Eastern Div Nat'l Spring Meet, Sugarloaf RG, Gaithersburg, MD

- 20-22 Carlisle All Truck Nationals  
 23-27 EFV8CA Western National Meet, Rohnert Pk, CA  
 24 7:30 p.m. NVRG Directors' Meeting  
 \*28 Leesburg, VA Annual Lions Club Show

## July

- 8 7:30 p.m. NVRG Monthly Meeting  
 13 7th Ann Nat Cap Reg EFV8 Show, Longwood Rec Ctr, Brookville, MD  
 17-19 AACA Southeast Div Nat'l Meet, Louisville, KY  
 23-27 EFV8CA Central National Meet, Tulsa, OK  
 25-27 Summer Carlisle  
 29 7:30 p.m. NVRG Directors' Meeting

## August

- 1-3 34th Das Awkscht Festival Car Show, Flea Mkt, Mc Cungie, PA  
 9 Historic Fredericksburg, VA, Reg AACA Meet, Old Mill Park  
 12 7:30 p.m. NVRG Monthly Meeting  
 24-29 AACA Vintage Tour in Central PA  
 26 7:30 p.m. NVRG Directors' Meeting

## September

- TBD EFV8CA European Tour  
 TBD Lebkicker Memorial Tour  
 \*6 Sugarloaf Mtn. Mt. Airy, MD  
 9 7:30 p.m. NVRG Monthly Meeting  
 \*14- Ed Rohr Mem Car Show, Manassas, VA  
 20 3rd Ann Black & Decker Car Show  
 30 7:30 p.m. NVRG Directors' Meeting

## October

- 2-5 Fall Carlisle  
 8-11 AACA Eastern Div Nat'l Fall Meet, Hershey, PA  
 14 7:30 p.m. NVRG Monthly Meeting  
 \*18 Rockville, MD Car Show  
 28 7:30 p.m. NVRG Directors' Meeting

## November

- 11 7:30 p.m. NVRG Monthly Meeting  
 25 7:30 p.m. NVRG Directors' Meeting

## December

- TBD NVRG Holiday Party  
 9 7:30 p.m. NVRG Monthly Meeting  
 30 7:30 p.m. NVRG Directors' Meeting

\* Projected date based on 1996

\*\*\*\*\*  
 Please contact Don Lombard, (703) 690-7971 with corrections, omissions, etc.



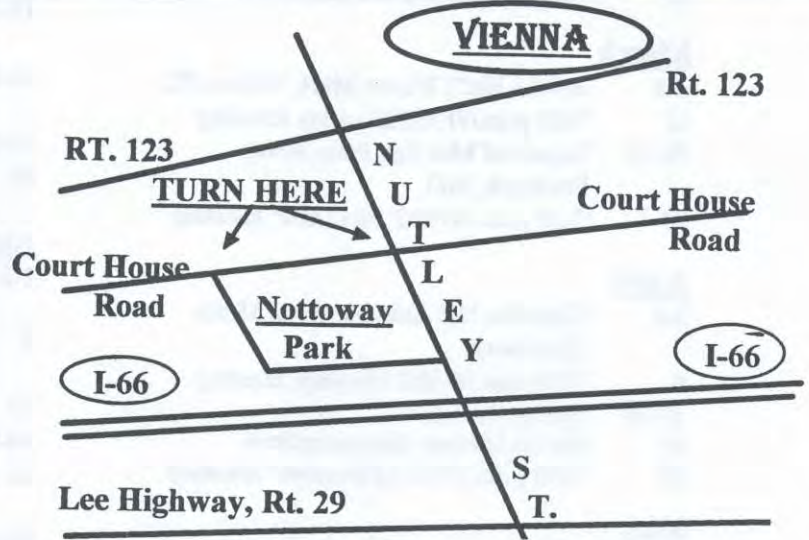
# BOARD OF DIRECTORS NORTHERN VIRGINIA REGIONAL GROUP



President: Dave Westrate....620-9597

Vice President: <b>David Blum</b>	281-1654	Activities: <b>Bill Tindall</b>	323-6151
Secretary: <b>Tom Shaw</b>	771-9394	Property: <b>Bill Selley</b>	273-5334
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Tours: <b>Hank Dubois</b>	476-6919	Newsletter: <b>Cliff Green</b>	426-2662

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



## FIRST CLASS MAIL

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

*ANICHAR KOZAK  
USINT HAVANA  
DEPT. OF STATE  
WASHINGTON, D.C.  
20521-320*