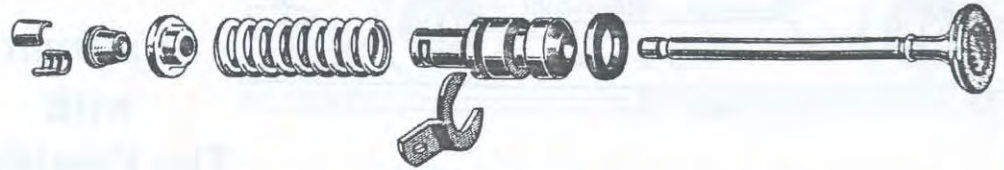




Northern Virginia Regional Group



# VALVE CLATTER



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

Volume XX, No. 4

April 1997

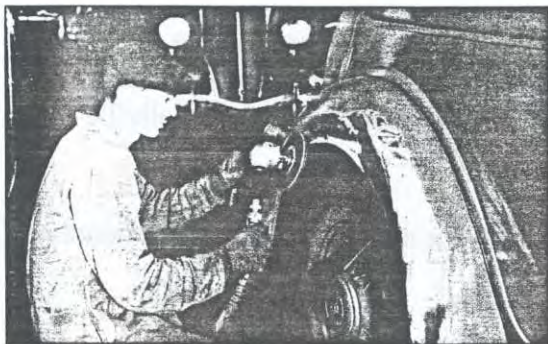
Cliff Green, Editor

### Body Filler - "They Don't Make It Like They Used To!" by Bill Simons.

Thank goodness they don't, according to body shop manger Tony Hudson and his assistant Gary Capellette at Jerry's Ford..Our March regular meeting was well attended as we all watched Tony and Gary show us how to restore dented hoods, fenders and truck lids. They make it all k so easy. Here's what we learned:

1. The new materials are much better than the old boy fillers that used to crack, shrink, blister and peel.. One of the new filters is called "rage" and when mixed with a hardener forms a fast curing filler. It can be purchased at Matos Paint Supply for about \$18 a gallon. (Tony advised us against the cheap stuff, the savings are not worth the quality you lose.)

2. Clean the area you will work on very thoroughly. You must remove all wax and oil using a solvent like "Prep-Sol".



3. Grind or sand the dented area with an electric or air grinder down to the base mental. Use 24 grit sandpaper, 36 gets too hot. Never put filler over paint, you must use on bare metal

4. Bill Tindall and Bob Clark tried their hands at mixing and spreading the filler on our practice surface. They showed us that the filler should be spread thinly over the repair area. It is much better to apply 2 or 3 thin coats then one thick coat. The edges of the dent need to be feathered out to blend with the undamaged area around the dent. "Rage" takes about 10 minutes to completely harden and become ready for a second coat.

5. Once you have applied all coats and have filled the damaged area, it is time for sanding. Use #40 sandpaper first, than move up to #80 and finish the job with #180.

6. Prime paint the area and sand with #180 paper until you have removed all scratches. One final bit of advice form Tony and Gary - DON'T HURRY - TAKE YOUR TIME!!!

Many thanks to Dave Blum who, once again, provided a great program through Jerry's Ford.

David M. Blum  
Vice President

703-256-5000

# Jerry's

AUTOMOTIVE GROUP

6510 Little River Turnpike  
Annandale, VA 22003



Jerry's I/M - Jeep-Eagle  
Manassas, VA

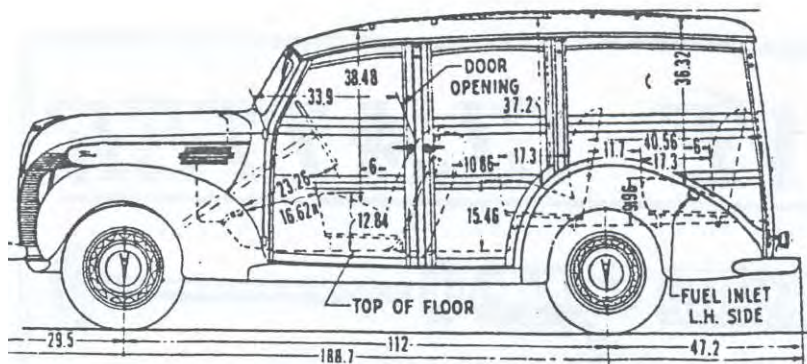
Jerry's Leesburg Ford - I/M  
Leesburg, VA

Jerry's Ford  
Annandale, VA

Jerry's Chevy - Geo - Olds  
Leesburg, VA

Jerry's Dodge  
Springfield, VA

JERRY'S COLLISION REPAIR CENTER, Springfield, VA



April 1997

*Up front  
with  
The President*



Have you ever noticed how busy April always seems to be? Everything is going on. This is a wonderful time of year, and it is so nice to be able to get outside and enjoy the springtime.

I want to thank **Dave Blum** once again for arranging for our March program at Jerry's Ford's body shop. **Tony Hudson** and **Gary Capiletti** once again gave of their own time, in this instance to show us the proper use of body filler.

Earlier today, I had a conversation with my neighbor over his pile of mulch. He wanted to see how I was progressing on the woodwork on my Woody, so we went to check it out. The back doors and tailgate are finished, and I have started on the last phase-- the front doors. He told me that he had just been in Buenos Aires, Argentina, and he saw an old woody wagon that was about half the size of a standard car. I wonder what it was?

The Board of Directors met on March 25th with a group from the **Fairfax Business Coalition**. They are requesting that our club consider participating in a car show event in the old town of Fairfax sometime in the fall. We have formed a working group to discuss this and develop details of a proposal for our consideration.

The April meeting will be an opportunity to drive the old car to the meeting - it will be day light saving time and you will only drive one way in the dark. We might even see Selley's truck!

The tour in April will be to Hamilton, Virginia (close to Leesburg) to visit **Green Enterprises** situated in a restored three story school house with a complete machine and wood working shop. This is the place where I milled the maple for my Woody. We will then tour to Purcellville to eat lunch

**Cliff Green** is back in action, and we are all grateful for that. Enjoy the weather, and remember if we all do a little, together we can accomplish a lot.

**DAVE**

PREVIEW  
TOUR OF THE POTTER FARM  
MARCH 29TH



Figure 1

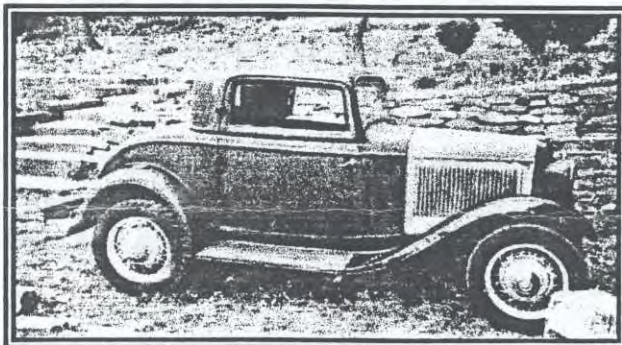


Figure 2



Figure 3

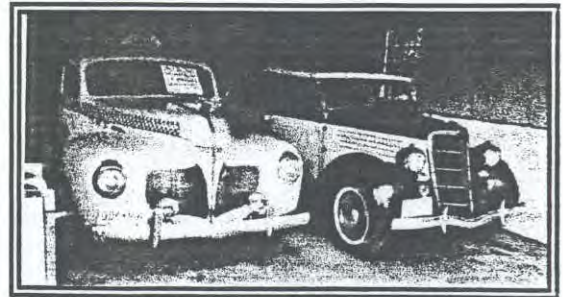


Figure 4



Figure 5

This is just a preview of next month's feature article by Tom Shaw about the tour to the Potter farm and homestead in Great Falls and Potomac, Maryland. The feature will be full of photos taken by at least five members.

Figure 1 - Bill Potter displays a room full of flat head performance parts - heads, manifolds even a blower!

Figure 2 - A rare '32 three window coupe (the only one of that year with suicide doors) that was purchased locally 20 years(?) ago. Bill has placed the body on a low mileage frame. This car has a rumble seat also!

Figure 3 - Bill Selley inspects another three window coupe in the shed with thousands, yes, thousands of parts!

Figure 4 - A pair of Buzzy's machines: A 1940 DeSoto taxi cab that has appeared in many movies and a 1935 phaeton.

Figure 5 - A portion of the "parts yard". Numerous '30 vintage Fords repose within sight of the Cabin John bridge.

STAY TUNED FOR NEXT MONTH'S FEATURE



January 15, 1997

Lettercomm, Inc.  
310 Swann Ave,  
Alexandria, Virginia  
22301

Gentlemen,

This is the twentieth anniversary of our V8 Ford Club and you have been printing our newsletter the entire time! Mike Gall was the founder of our group and he persuaded your company to print up our document first from a small one page flyer up to the five page, double sided newsletter that it is today. You always found colorful paper to use and completed our order timely "pro bono".

As the new editor of the "Valve Clatter" (I had it before for five years!) I only accepted the job if there was some way for others to assist me in the logistics of bringing the document to Lettercom and picking it up again. The correlation, folding, stapling, labeling and licking stamps was more work - the gathering of information and writing was the easy part!

A member of our club is the owner of an insurance company downtown and has made it simpler for the editor to mail the copy there and his staff does the rest.

So, for the first time in twenty years we have found someone else to publish and mail our newsletter. Our club wants to whole heartily thank you and your staff for the service you have bestowed upon us. Needless to say all our members will point business your way as in the past.

Thank you again from all our membership.

Sincerely,

D. Clifton Green  
Newsletter Editor



# TECH TIPS

## V-8 Fuel Pump Trouble Shooting

**Caution!** Whenever any work is under the hood around gasoline, or actually any place on an automobile, you have a chance of FIRE. Always have a Halon fire extinguisher close in case of need!

Before faulting the fuel pump for engine missing or not running, check the following:

- Make sure that there is fuel in the tank.
- No vacuum leak at sediment bowl gasket.
- There is a strong spark to the spark plugs.
- Gas cap is vented type.
- Gas flex hose is not cracked or plugged.

Disconnect the gas line at carburetor (using tubing wrench only) and put the line end in a small container. With the ignition turned off, turn the engine over with the starter. If the fuel pump is in good working order, strong spurts of fuel will come out of the gas line. If no fuel or a small amount is pumped out, the pump is no good or the push rod or camshaft could be at fault. The push rod should move up and down 3/16". Make sure all the gas lines are in good shape so you aren't misled.

Usually a mechanical fuel pump will pump about one quart of fuel in one minute at 500 RPM engine speed.

Our Ford V-8 fuel pumps should be tested with a pressure gauge connected to the outlet side of the pump. When the engine is turned over with the starter, the pressure should be 3 to 3 1/2 lbs. The length of hose connecting the gauge to the fuel pump should not be longer than 6 inches as this could give you the wrong reading.

You need to do a flow test, too. Use a pint or quart measure with the engine running at idling speed (500 RPM). A pint of fuel should be pumped out in about 45 seconds. There is enough fuel in the carburetor bowl to run the engine long enough for this test.

If you have a double pump, that is one that has a vacuum pump for windshield wipers, you can check vacuum side of pump with vacuum gauge. With the engine operating at idle speed of 500 RPM

the vacuum should be a minimum of 10 inches. If the vacuum pump is bad the wipers will slow down or even stop on steep hills. When the vacuum diaphragm has a break in it, there is a direct line from the engine crank case through the vacuum pump to the intake manifold. The engine vacuum will pull oil from the crank case to intake manifold, and will burn large amounts of oil. You can check this by disconnecting the vacuum line that goes from the pump to the intake manifold. This should be unhooked at the lower end after the engine has been running for a short time. If oil drips from the tubing, the vacuum diaphragm is ruptured.

Also, the main reason for vapor lock is low fuel pump pressure. The strong flow of fuel going through the fuel pump to the carburetor *steel fuel line* keeps the line cool. You need 3 1/2 lbs. of pressure, and only a *new* fuel pump will give you this strong pressure. I also use a modern style gas filter in the glass sediment bowl. I remove the brass wire screen so the bowl will seat using a neoprene gasket and install a paper filter.

**A word of warning:** If you install an electric fuel pump in the system, you need to have a mechanical pump that has no ruptured diaphragm. If the diaphragm is broken, the electric pump will pump gas through the diaphragm and will fill the engine crank case with raw gas and *will wipe out the engine bearings and can blow up!*

As our carburetor float, needle and seat will only hold back 3 1/2 lbs. of fuel pressure, an adjustable fuel regulator valve needs to be installed to lower the electric fuel pump pressure from 6 lbs. to 3 to 3 1/2 lbs. of fuel pressure, or the electric pump will push gas at 6 lbs. through the carburetor needle and seat and flood the engine when the pump is turned on.

When installing a fuel pump on a Ford flathead V-8 engine, I always pack the pump linkage cavity with heavy-duty synthetic grease. This lubricates and protects the spring and linkage from condensation that destroys these parts. This grease will stay in place for as long as the pump is used for many years.

Dick Flynn, Puget Sound

# SPRING BRINGS THE FIRST FLEAS

by Hank Amster

You could see the look on their faces as the group of NVRGers met at the Ravensworth shopping center on Saturday morning, March 22, for the first of the season old car flea market outings. It was as if sleeping giants (and a midget) were unleashed as **Jerry Pendley, Ken Burns, Cliff Green and Hank Amster** piled into **Jim McDaniel's** car for the trip to the Frederick flea market for the eagerly awaited inauguration of the time wasting, money grubbing, but greatly enjoyable old car season. Obviously, the conversation enroute dwelled on our beloved cars, interrupted occasionally by gasps at Jim's somewhat aggressive motoring skills. That is, the conversation dwelled on antique vehicles until four of the five occupants (author excluded) realized that besides old cars, they had another common bond. All of them had been aircraft pilots! From that point on the discussion became insufferable as war stories about helicopters and airplanes unfolded from the mouths of frustrated ex air jockeys. The only saving grace was the trip to the Frederick fairgrounds only took one hour.



*Green, Pendley, Burns, McDaniel & Amster at the Frederick, Md. Flea Market March 22nd*

As we rolled up to the fairgrounds at nine AM, the excitement started to build. The area was already filled with more cars than I've seen at any previous flea market there at that hour. Also, the weather was the warmest I can recall in years, albeit the 40 mile an hour winds helping to remind us that it was only the

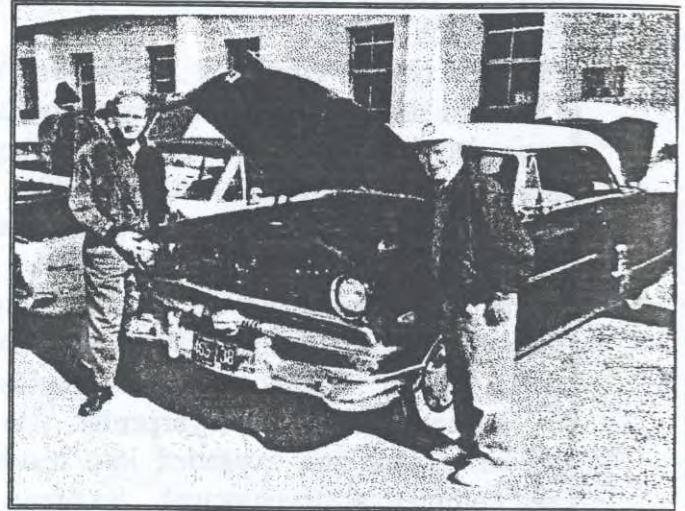
second day of spring. We split up into two groups, attacked the first of four buildings, and began the arduous task of finding any kind of part or memorabilia that we couldn't do without. Of course some of the time was spent kibitzing with friends we encountered. Naturally the first one was **Buzz Potter**, who was holding court with almost everyone who came along, regaling them with his famous stories and witticisms. We also encountered Bill and Jo Anne Fox and Bill O'Donnell from the National Capital group and **Bill and Louise Vincent** from our club. Then as we were walking from the comfort station, up roared former NVRGer John Jackson in his souped up Model A. He claimed he had to hold his speed down to 65 mph on the trip up from his home in West Virginia. Something about twin whatsits on the engine and a split whatchamacallit. I never did understand that technical stuff.

The flea market was bigger than ever before, and the car corral had some interesting cars. **Cliff Green** had to be restrained from pawing over a 1961 Pontiac Bonneville hardtop. He claimed the trunk was so big two of him could stretch out end to end in it, and he had to be suppressed from demonstrating this feat. A nice 53 Ford coupe and a late 60's Lincoln coupe were also observed. Also an interesting "modernized" 47 Willys pickup with fat tires.

After some nourishing bowls of soup and a little more looking, we rendezvoused for the trip back home. Now the conversation turned to the goodies each of us were able to "steal" from those unsuspecting vendors. **Jim McDaniel** was most proud of his catch--a pair of vintage red police lights for his '51 cruiser, even including some extra lenses. Ken Burns snatched up a good looking '41 hubcap right from in front of my eyes, as well as a front bumper tag holder. He had the nerve to cl

the hubcap was wavy, and talked the vendor into selling it for \$5. It looks better than any of the four on my car! The rest of us settled for some miscellaneous tools which would enable us to do work on our cars that we had never dreamed of doing before. For those of you who missed this first outing of the season, cheer up! This is only the beginning, and look at the money you saved by not exposing yourself to those endless aisles of worthless, rusted, metal **Goodies**

*Burns and Amster inspect nice '53 with standard shift and overdrive, factory dual exhaust and continental, original interior - needed paint repair \$7,500.*



## **NVRG TOUR TO HAMILTON, VA**

### **APRIL 19TH**

**Join us for some fun in the beautiful town of Hamilton, Virginia and visit Green Enterprises. Dwight Green will show us his world class wood and machine shop and some examples of his fine work. He has helped several people with their wood body restorations;. Green enterprises is located in a three story schoolhouse which is over 100 years old and is also under going restoration.**

**We will then continue two miles to Purcellville, for lunch at Mario's Pizza and Restaurant. Those who wish can then visit the famous old-fashioned Nichols Hardware Store and linger in several fine antique stores as an added bonus.**

**Lets meet at 9 am, April 19th at the Fair Oaks Holiday inn parking lot. We expect to arrive at Green Enterprises at 10am. It is located at 43 South Rogers St, Hamilton ( Sw of Leesburg)**

## Ashby Hamilton Graves

Our club mourns the passing of long time member Ashby Graves, Born May 20, 1918, died March 3, 1997.

The first Graves arrived at Jamestown, Va in 1607 and succeeding generations of the family expanded into Virginia where the village of Graves Mill was founded in the 1800's. His parents were successful farmers who were well respected. During the depression of the '30's Ashby moved to the city for work and joined the army to participate in WW II in the Pacific. After the war, Ashby began self employment in Northern Virginia as a carpenter. He built several homes and expanded into residential and commercial development. So broad were his interests and energy that he became part architect, part engineer, part developer and part financier. He helped found a saving and loan. Many knew Ashby as a farmer, but this became a second career for him. In the mid fifties he bought land in Fauquier upon which he built several houses and many barns. This is the property that club members visited several times for picnics to view his collection of early Ford V8's.

Ashby was active in our club and attended our monthly meetings and National meets where one of his '32's would be judged as a Dearborn.

Ashby is survived by his wife Genevieve, five sons, a daughter, 11 grandchildren and 2 great grandchildren

### WINCHESTER - First notice

The annual caravan to the Apple Blossom Meet in Winchester will depart the Holiday Inn at Fair Oaks promptly at 7:45 Saturday April 10. We want to be out there somewhat early to avoid the long line at the registration tables.

### FOR SALE

1957 Ford F100 short be, style side pickup. Rusted. Complete truck. Have title \$300 or best offer. 540-752-0162

Car trailer, open. 19' solid steel deck, tandem axle, hydraulic brakes. New hitch, lights, bearings. Good, heavy-duty car hauler. Asking \$1950 540-786-5819

1929 Model A - four door town sedan, looks great, nice upholstery, and is in running condition. Car stored inside at Jerry's Chevrolet in Leesburg. \$8,500 or best offer. Call Skip Frenzen 703-771-8300 or 1-800-9chevy 1

1940 tudor, original condition, needs floor work \$1200 757-766 -3482

1936 fordor humback sedan - 87k miles, all original and in very good condition. Has many new parts and ready to drive 757-436-7496

1950 Business coupe - looks and runs great, restored interior, engine, original paint, visor \$7500 757-471-2355

1951 F1 V8 frame off restoration, 1/2 done, have all parts, many extras \$3200 757-366-9258

1934 V8 pickup, tons of parts, restored \$11,000 757-481-7633

### *Maybe the Club should buy this one to follow on tours!!*

1964 F350 wrecker, 460 cu in engine, old style boom 68k miles, \$595 757-483-1526

15" tire cover and face plate, probably for 46-48 Mercury Station wagon ofr panel delivery - restored 273-5334 Bill Selley

### WANTED

16" tire cover and face plate for Station Wagon or Panel truck. 273-5334 Bill Selley

### ATTENTION - APRIL MEETING PROGRAM

Everyone should be sure to attend the April 8 general membership meeting. The program for the evening will be a idea featuring the 1935-36 Fords. Super rare footage included Henry and Edsal Ford and other Ford employees discussing 1935-36 Ford V8 passenger car production. Lots of engineering, assembly, and showroom scenes, different body styles and features. The great news is you have a chance to win this video for your home library! You will only have to pay \$5 per raffle ticket. The winning ticket holder will become the proud owner of a piece of history. The remaining funds will be put in the Club treasury and be used to defray expenses.

### BARGAIN PICKUP MODEL

True value hardware stores are offering an excellent model of a 1940 Ford pickup. This green and black truck by ERTL is a faithful replica with wonderful detail: on the grill guard is the EFV8CA blue emblem with the V8 logo! The tail gate drops on plastic "chain", however the doors and hood do not open - but for a mere \$18 what could you expect. I have compared this model with the Franklin Mint version at \$95, and this one is indeed a bargain!



# CALENDAR OF EVENTS

## April

- 3-6 Charlotte, NC Autofair '97 at Motor Speedway
- 8 7:30 p.m. *NVRG Monthly Meeting*  
Program: Ford Video, Refreshments: Lombard
- 11-13 Hershey in the Spring
- 19 *NVRG TOUR TO HAMILTON, VA*
- 17-20 Spring Carlisle
- 27 Nat Cap Mustang Club Spring Concours and All Ford Show,  
Montgomery College, Rockville MD
- 29 7:30 *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
- 13 7:30 p.m. *NVRG Monthly Meeting* - S.L. Ross talks all about spark plugs
- 16-17 Old Dominion AACA Meet, Lacey Spring, VA
- 17 Mid MD Ford Club Mustang & All Ford Show, 75/80 Dragway, Monrovia MD
- 18-24 AACA Founders Tour, Tallahassee, FL 24 Mustang Club of MD, Mustang & All Ford Show, Plaza Ford, Belair MD
- 24 Gettysburg,, 22nd Annual Car Show & Flea Mkt, New Oxford, PA
- 27 7:30 p.m. *NVRG Directors' Meeting*
- 31 Marshall Days, Marshall VA
- 31 Licoln Zepher Club Meet, Martinsburg, WV

## June

- 3-7 EFV8C Eastern Nat'l Meet, Atlanta, GA
- 6-8 Carlisle All Ford Nationals
- 7 Tri County Region AACA, Skyline Meet, Luray, VA
- 10 7:30 p.m. *NVRG Monthly Meeting*
- 14 Ches Bay Mustang Club, Mustang & All Ford Show, Bob Bell Ford, Glen Burnie, MD
- 15 Sully Plantation Meet, Chantilly, VA
- 19-21 AACA Eastern Div Nat'l Spring Meet, Sugarloaf RG, Gaithersburg, MD
- 20-23 Carlisle All Truck Nationals
- 23- 2 EFV8CA Western National Meet, Rohnert Pk, CA
- 24 7:30 p.m. *NVRG Directors' Meeting*
- 28 Oatlands Plantation, Leesburg, VA Annual Lions Club Antique Car Show

## July

- 8 7:30 p.m. *NVRG Monthly Meeting*
- 12 Mid-MD Ford Club, All Ford Show, Frederick Motor Co. Frederick MD
- 13 7th Ann Nat Cap Reg EFV8 Show, Longwood

Rec Center, 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*
- 16 NCR AACA Tobacco Trail Car Show, Allen Park, Bowie, MD
- 23-24 Virginia Wine Festival, Great Meadows
- 24-29 AACA Vintage Tour in Central PA
- 26 7:30 p.m. *NVRG Directors' Meeting*

## September

- TBD EFV8CA European Tour
- 6-7 *Lebkicker Memorial Tour*
- 7 Sugarloaf Mtn. Mt. Airy, MD
- 7 NCR Mustang Club All Ford Show, Jerry's Ford, Annandale VA
- 9 7:30 p.m. *NVRG Monthly Meeting*
- 11-14 Charlotte, NC Autofair '97 at Motor Speedway
- 14, Washington Times Out of the Past Review
- 14 Ed Rohr Mem Car Show, Bull Run AAC
- 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*, Program; Hershey Slides
- 25 7:30 p.m. *NVRG Directors' Meeting*

## December

- 6 *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.



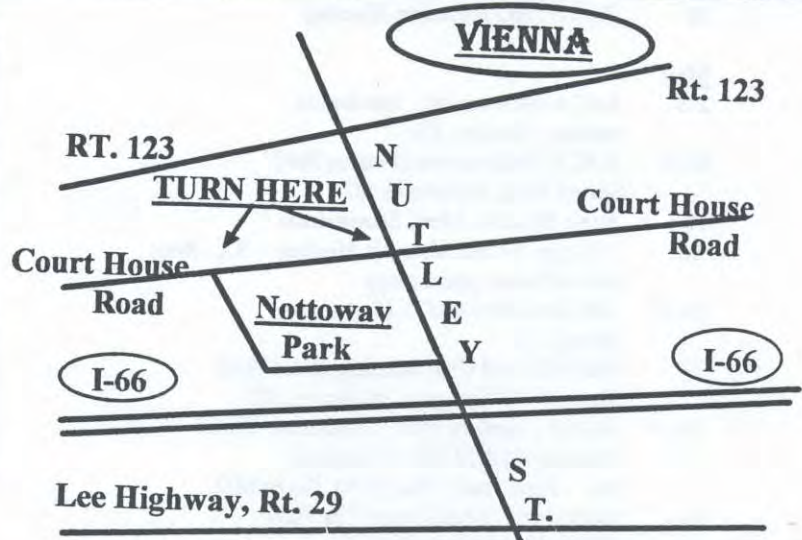
**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



**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
Treasurer: <b>Hank Amster</b>	425-7687	Programs: <b>Jason Javaras</b>	768-5819
Membership: <b>Bryan Boardman</b>	643-2661	Refreshments: <b>Bob Clark</b>	323-5217
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 alternates sites. **SEE YOU THERE**



**FIRST CLASS MAIL**

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

Cliff & Sandra Green  
 6214 Militia Court  
 Fairfax Station, VA 22039