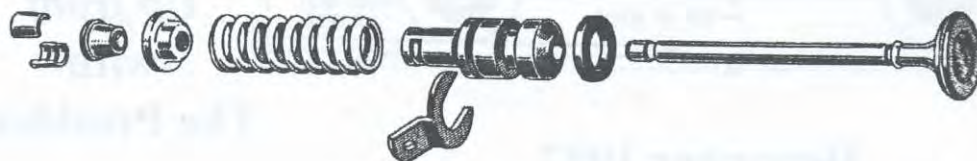




Northern Virginia Regional Group



VALVE CLATTER



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

Volume XX, No. 12

December 1997

Cliff Green, Editor

1997 BOARD OF DIRECTORS REMAIN IN PLACE FOR 1998!

Dave Westrate volunteered to remain as President and asked if the remainder of the board would assume their present jobs for another year. All agreed to serve another term thus insuring another smooth year for the club.

Mike Bellefaire is the only new board member for 1998, replacing Jason Javaras. Mike has assumed the duties of Refreshments (the rookie job).

A new board position of Historian will be created requiring a change in the club by-laws. Don Lombard has been filling this job and attending board meeting for the past year, without a vote, and has agreed to continue.

It is your Board of Directors that meet the last Tuesday of every month to conduct business, plan events, tours and programs that keep the club running. Because of this activity, there is little business conducted at the general membership meeting, thus providing more time for programs and eating refreshments!

(As a side note, Hank Amster has been on the board longer than any member serving as our bean counter every year but two!)

IMPORTANT

Because of the Christmas Party there will be no meeting in December!

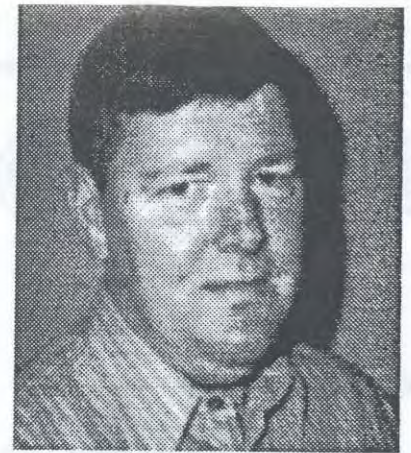
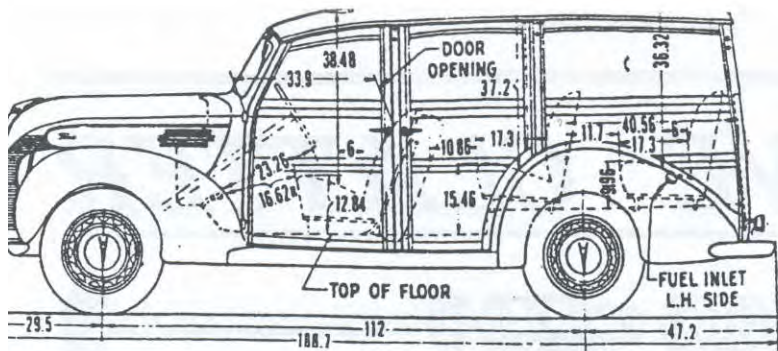
Next meeting will be January 13th



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MERRY CHRISTMAS
AND A HAPPY NEW YEAR

FROM YOUR BOARD OF DIRECTORS



Up front with The President

December 1997

Well, it is hard to believe that a whole year has passed once again. This year has been a lot of fun for me as we have had a number of great club events, and I have learned so much about the early Fords from each of you.

Several new members have joined the group this year, and we welcome you and look forward to getting to know you and your cars better.

I am real excited about the possibilities of our car show in conjunction with the Fairfax Coalition during The City of Fairfax Heritage Festival. Read **Tom Shaw's** report in this issue and we will discuss it during the January meeting. The Board of Directors feel this is an opportunity to show case our club and perhaps provide for our treasury too. We shall need support from the club members during the event with manpower and inclusion of our V8's at the show itself. The date is the weekend after Winchester, Sunday, May 17th - MARK YOUR CALENDAR!

Bill Vincent has had his knee surgery and is recovering at home. This has been a little tougher on him than he expected, and we wish him the best with his therapy and recovery. Our thoughts are with **Louise**, as well, as she also carries an extra load.

Here is one for you! We each have an opportunity to get published. All you have to do is to send one of your favorite recipes to the folks who are putting on the July 1999 Central National Meet in Omaha, Nebraska. They are trying to get at least one recipe in this fund raising book from each regional group. Let's give them a hand. Send a recipe to RG# 43, POB 333, Omaha, 68101

With the holiday season upon us, Barbara and I wish each of you all the best of health and happiness for now and the new year.

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

Dave

Season's Greetings

MY NEW '46 FORD

by John Girman

I'm the proud new owner of a 1946 Ford Tudor Sedan, which I inherited from my Dad. When I was young, the first car I remember was my parents' '47 Mercury and later I learned to drive on a '53 flathead Ford V-8, so this type of car brings back strong memories. I brought the car down from northern Ohio to Virginia on a rainy day in late September. That was quite a trip because I also transported a 1923 Ford Model T Touring at the same time.

The '46 is dark blue and has only 40,700 miles on it. Apparently, it was originally in Pennsylvania because it still has a Pennsylvania safety sticker on the windshield from 1970, as well as servicestickers inside the door from the same time. It was running about four or five years ago and the engine still turns over. Everything looks complete in the engine compartment, with the exceptions of the battery cables and the horn. This spring I'll get serious with the engine and see what it takes to get it running again.

The body is in good shape with only minor surface rust in a few spots and with only a few very minor dents. Even the rocker panels seem solid. Most of the trim is also in good shape, except for a few chrome parts. The bumpers are rusted and the chrome is peeling. It needs rear fender boots. Two of the side windows are badly cracked but so far still intact. Currently, it has the wrong wheels on it but I've found and obtained the right wheels and tires. The brake linings are swollen (which made transporting it interesting) and the hydraulics need to be redone completely.

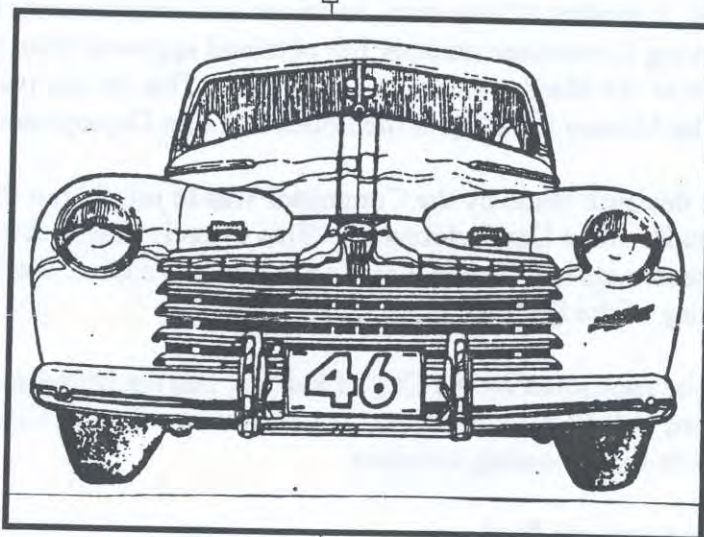
The interior needs a lot of work. The upholstery on the seats is torn in several places but the stuffing and springs look okay. The door panels have been replaced with some type of synthetic

material. The headliner is dirty, stained and has two rips, one of which someone sewed up. The dash is rusty. The heater and radio are missing but I found two radios in my Dad's stash of old parts. (There are probably more useful parts in his stash--my Dad was an unparalleled scrounger--I just need to get better at recognizing the right parts.) I've also found the horns, which are missing one cover, and what I believe to be the original bumper jack.

I'm having trouble with a seemingly trivial matter. I have the ignition key and the trunk key for the car. Getting a duplicate key for the trunk key was easy but I've had a locksmith cut keys five times for the ignition and I've yet to have one work. Because the ignition key has a crack in it, I really want to replace it before it breaks all the way. I'm curious if anyone else has had trouble having a duplicate ignition key cut.

All in all, the car is solid, especially the chassis and body, and I'm looking forward to getting it on the road. I'm also looking forward to more meetings with the Northern Virginian Chapter of the Early Ford V-8 Club of America. From what I saw at the first meeting I attended, the members have a wealth of information and experience they are willing to share, which will make getting the car on the road easier and a lot more fun.

(John is our newest member - Editor)



CITY OF FAIRFAX HERITAGE FESTIVAL
Civil War Reenactment, Antique and New Car Show
May 17, 1998
9:00 AM to 5:00PM

By Tom Shaw

The Northern Virginia Regional Group has made a choice to be part of an exciting adventure. As most members know, we have joined in partnership with several different groups to put on a Festival in the City of Fairfax on May 17, 1998.

This show has the potential of being a fun filled day for the participants and visitors. The Steering Committee from the NVRG and the City of Fairfax Downtown Coalition met on November 19, 1997. After several preliminary meetings, we had one of the most productive sessions, which solidly established the framework for an outstanding event.

The reason for the Committee's enthusiasm is that many different programs are being planned for the Festival. Each segment of the show should be a crowd draw and crowd pleaser. Secondly, a number of important decisions and commitments have been achieved. A Steering Committee member has obtained approval from the County of Fairfax for the use of the Massey Building parking lot. This lot can park several thousand cars. The Massey Building is the Police and Fire Department Headquarters.

A very important decision made by the Committee was to jointly run the car show with the City of Fairfax Heritage Day Celebration. This event is already established and should draw a sizeable crowd. The Heritage Day involves a Civil War encampment and reenactment the day of the Festival.

The Festival will be sponsored by the City of Fairfax, Fairfax Museum, The Northern Virginia Early Ford V-8 Club (NVRG) and the Downtown Fairfax City Coalition. The Festival will include the following activities:

- Antique and new car displays
- Civil war encampment and reenactment(will be held at a nearby City Park)
- Entertainment throughout the day
- Police and Fire department displays
- Shuttle buses transporting people to the downtown area, to the civil war reenactment, and the Fairfax Museum.
- Flea market vendors
- Food vendors
- **Reception for Festival workers with food and refreshments will be held after the show in the City of Fairfax Museum sponsored by the Downtown Coalition.**

Funding Sources

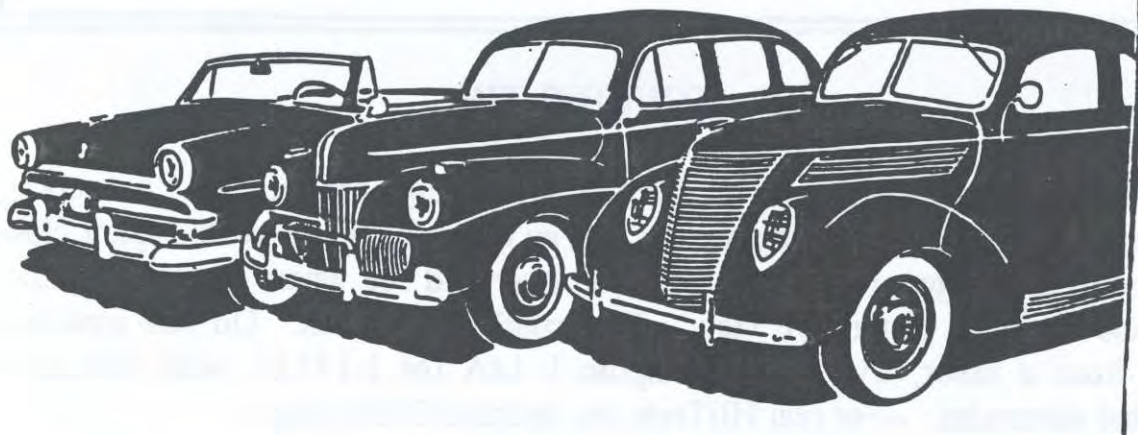
- The new car dealers will donate \$3,000.00 to pay for dash plaques, people's choice trophy and remaining funds may be used for other expenses.
- A City businessperson has offered a \$500.00 donation.
- The City of Fairfax has agreed to pay for all printing costs.
- The Fairfax Museum had agreed to funnel all mail out material through Fairfax City, which should take care of our postage demands.
- There will be more donations solicited from the City business people to cover other expenses.
- Adults will be charged \$5.00 and children under 12 will enter free.
- Flea market vendors will probably be charged \$35.00 pre-registration and \$45.00 for same day registration.
- Food vendors will either be charged a flat rate fee or a percentage of their profits.

Dispersal of Festival Proceeds

The proceeds from the Festival will be split into thirds: one third going to the City of Fairfax Downtown Coalition, another third to the Northern Virginia Regional Group and the last third to a charitable Organization, which has been identified as Madd and Sadd (Mothers and Students against Drunk Drivers).

Broad Scope of Responsibilities

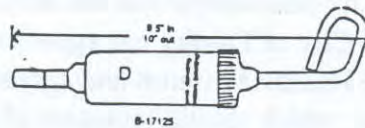
The NVRG will be responsible for those activities involving the antique and new car advertising, registration, parking, and other related duties. The City of Fairfax Downtown Association will be responsible for all the other activities associated with the Festival, not to include the Civil War reenactment.



GREASE GUNS

By Lin Stacey

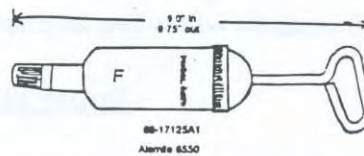
The B-17125 is another renumbered Model A tool (See figure D). It is made by the Alemite Corporation, and usually says "Alemite Lubricator" and "Alemite Corp." on two lines near the top of the barrel. These guns all had an unbuffed nickel finish, and were used until conical grease fittings became obsolete.



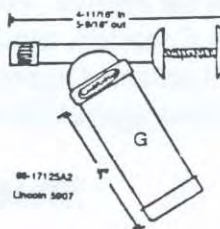
The 40-17125 (see figure E) came out in 1934 to accommodate the modern grease fittings. It had the same unbuffed nickel finish as the earlier model. It is easily recognized by the manufacturer number near the top of the barrel "Model 6178". Several lines of other patent data are also present. This gun was used throughout 1935.



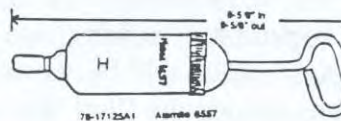
For 1936, two grease guns appeared. The 68-17125A1 is the familiar Alemite model 6550, and is labeled as such on the barrel, along with a dozen lines of other information (figure F). Archives drawings do not specify what finish the guns were to be given, but the author has seen many with the unbuffed nickel finish on all parts but the handle, which is cadmium. He has also seen many entirely cadmium plated.



Also appearing in 1936 was the Lincoln Engineering gun #5907, as seen in figure G. The Ford number would be 68-17125A2. Lincoln or Ford part numbers are absent on field samples and the archives drawing. The same drawing specifies a cadmium plating. It appears to have been released sometime in the spring of 1936.

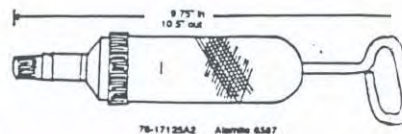


The 78-17125A1 is figure H. It is Alemite model 6557. Some of them are labeled as such, with the typical lines of other information, but some samples have only "Alemite Made in USA" on the filler cap. Again, some of these are entirely cadmium plated, and others are dull nickel with cadmium handle.



Released 11/6/44 was 78-17125A2 (See figure I), which is Alemite #6587. It was 3/4 inch longer than previous models, and is loaded by unscrewing the tip end of the gun. Its finish was specified Zinc.

According to several sources, the grease gun was no longer automatically supplied after January of 1938. However both 68- and 78- models remained on pre-war chassis manuals. From 1944 on, only the 78-17125A models are listed.

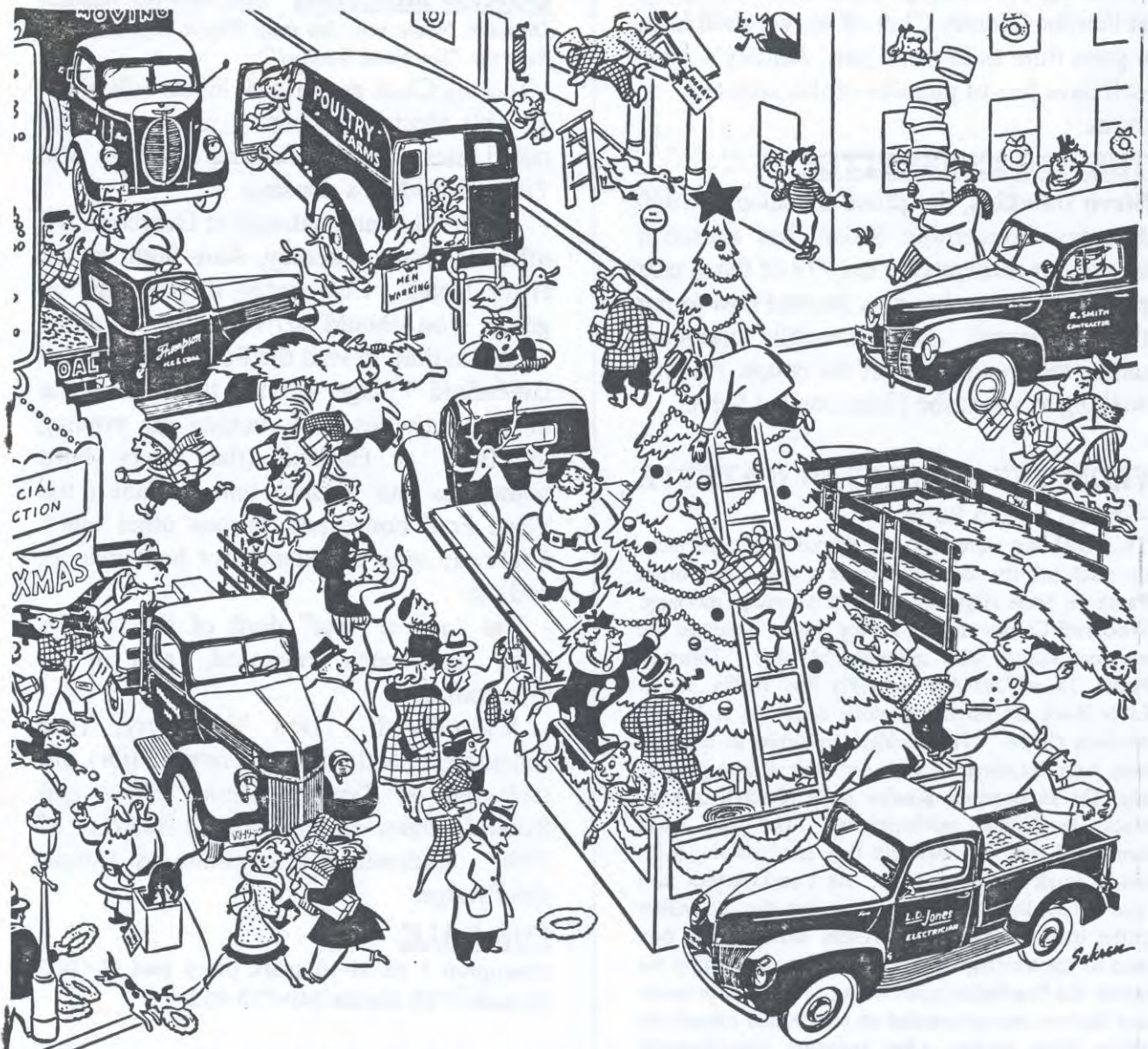


Greyhound Express W NY RG

TOURING TIP

In the old, Hot rod days we used Auburn spark plugs for the "hot" runners. The prominent difference was Auburn plugs had an extended tip, to get the spark closer to the incoming charge. Flip a cylinder head over and see where the H-10 spark and electrode are from piston eye view. That spark in a tunnel. Do you ignition and flame front a favor, try some Champion F-14A (or J-14YC) with Auburn style extended electrodes. --For real HiTech, try Splitfire SF8E plugs!

This tip was included in the program at the Eastern National Meet in Conn., 1994



How could we ever have Christmas without Ford V-8 Trucks ?

All over town, they're hauling things—big trucks, little trucks, middle-size trucks—delivering packages from the stores . . . bringing in cordwood and Christmas trees, chickens and turkeys from the country . . . carrying big shipments of merchandise between cities. It's hard to find a hauling or delivery job Ford Trucks don't handle today.

The 42 different body and chassis types comprising the 1940 line of trucks and

commercial cars, in combination with a choice of engines—95, 85 and 60 hp—make it possible to select a unit that will do more work for you, in less time, at lower cost.

There are lots of improvements in the new Ford Truck, and a host of time-tested Ford features that mean one thing—*quality!* See these units at your Ford dealer's and compare them with any other truck at any price. Arrange for an actual "on-the-job"

test and find out for yourself the difference Ford quality and Ford economy make *before you spend another truck dollar.*

Ford Motor Company, builders of Ford V-8 and Mercury Cars, Ford Trucks, Commercial Cars, Station Wagons and Transit Buses

FORD V-8 TRUCKS
AND COMMERCIAL CARS

12/14/39

This 1940 Ford Truck ad from the Post magazine is one of my Xmas favorites (Editor)

CHRISTMAS PARTY

This might be read prior to the Xmas party at Fairfax Country Club- if so, we shall have a great time as in years past. January's issue will have lots of pictures of this annual event.

THE 978 NEWSLETTER

Steve Dawkins, the proud owner of a 1940 Mercury Convertible Sedan, has started a newsletter dedicated to the 978 of those cars produced. Steve has now learned how to put the top down!! It is manually operated, unlike the vacuum top of the coupe. Anyone wishing to subscribe (free) contact Steve.

FROM THE ARKANSAS GAZETTE

-Thanks to Ken Burns

Two local men were seriously injured when their pick-up truck left the road and struck a tree near Cotton Patch on State Highway 38 early Monday morning. Woodruff County deputy Dovey Snyder reported the accident shortly after midnight Monday. Thurston Poole, 33, of Des Arc and Billy Ray Wallis, 38, of Little Rock are listed in serious condition at Baptist Medical Center. The accident occurred as the two men were returning to Des Arc after a frog gigging trip. On an overcast Sunday night, Poole's pick-up truck headlights malfunctioned. The two men concluded that the headlight fuse used on the older model truck had burned out. As a replacement fuse was not available, Wallis noticed that the .22 caliber bullet from his pistol fit perfectly into the fuse box next to the steering wheel column. Upon inserting the bullet, the headlights again began to operate properly and the two men proceeded on east-bound toward the White River bridge. After traveling approximately twenty miles and just before crossing the river, the bullet apparently overheated, discharged and struck Poole in the right testicle. The vehicle swerved sharply to the right exiting the pavement and striking a tree. Poole suffered only minor cuts and abrasions from the accident, but will require surgery to repair the other wound. Wallis sustained a broken clavicle and was treated and released. "Thank God we weren't on that bridge when Thurston shot his _____ off or we might both be dead" stated Wallis. "I've been a trooper for ten years in this part of the world, but this is a first for me. I can't believe that those two would admit how this accident happened", said Snyder. Upon being notified of the wreck, Lavinia, Poole's wife asked how many frogs the boys had caught and did anyone get them from the truck.

HIGHLIGHTS FROM NATIONAL V8

BOARD MEETING (Not from our regional Director, by the way, but from Wayne Taylor quoted from the "Soy Bean Sentinel")

- Touring Class at National meets will allow 12 volt electrical systems, alternators and radial tires. See up-coming Nov/Dec V-8 Times President's message
- The 1998 Grand national at Dearborn, MI officially starts Tuesday, June 30th, at the Hyatt Hotel. However, if you plan on going, you should arrive early to allow adequate time to visit the Ford Museum and Greenfield Village --during the Meet some of the activities will include an evening tour/BBQ at Fairland (the Henry Ford home), bus tour w/lunch tom Fairlane (the Edsel Ford home), and various other tours. The swap meet is planned for both indoors and out.
- The "almost final" draft of the '35-'36 book has been reviewed, and it is outstanding!!
- It's official! Don Singleterry, Tom Johnston(Ca) and Sharon Criswell (Or) are replacing Al Simpson, chuck Knox and Robin Ordonez on the National Board as of 1998. Ordonez will continue as Nation chief Judge.

FOR SALE

Champion 5 rib H-10 spark plugs (not H-10C) \$3 each. Clift Hardin 540-775-9524

1953 Linclon 4 door sedan, 45k, needs paint \$3,000 Dave Blum 281-1654

'49 Packard Sedan, nice paint, original upholstery, good tour car, \$9,500 '63 Olds Cutless Convert, restored, very nice, \$10,000. '72 Chevy Malibu hardtop, original one-owner car, very nice \$15,000 Pridie Rosamond 703-777-2589

WANTED

Radiator for '39 pickup Gil Williams 560-8829



Northern Virginia Regional Group
1997 Club Renewal is DUE!

**\$15.00 due by January 1.
Deadline is January 31.**



Newsletter will stop if not renewed.

The Early Ford V-8 Club of America rules say that you must be a current, paid-up member of the National Club to renew with NVRG.

TIME TO RENEW!

Mail your check to:

Brian Boardman
9023 Chestnut Ridge Rd.
Fairfax Station, VA 22039

MEMBER ROSTER UPDATE

Names (include spouse): _____

FILL IN ONLY PARTS THAT HAVE CHANGED: NO CHANGE, CHECK HERE

Address: _____

City/State/Zip: _____

Telephone (Home): _____ (Work): _____

Year	Model <small>(Standard, Deluxe, Super Deluxe, Custom, etc.)</small>	Engine	Body Style

IMPORTANT NOTE: Annual renewal is due January 1, with a deadline of January 31. In the past, there has been a late fee for those missing the deadline. With the increase in dues this year, the Board chose not to charge a late fee. However, if dues are not submitted by the deadline, you will be dropped from membership and all rights as a member, including mailings of the Valve Clatter, will cease on February 1. Please fill out this form and either mail your dues to our new membership Chairman, Brian Boardman (his address is above), or bring your form and dues to the December holiday party (December 7) or to the January 14 monthly meeting.

BOARD OF DIRECTORS

NORTHERN VIRGINIA REGIONAL GROUP



President: **Dave Westrate**.....620-9597

Vice President: **David Blum** 281-1654
 Secretary: **Tom Shaw** 771-9394
 Treasurer: **Hank Amster** 753-9575
 Membership: **Bryan Boardman** 643-2661
 Tours: **Hank Dubois** 476-6919

Programs: **Bill Simons** 536-3648
 Property: **Bill Selley** 273-5334
 Historian: **Don Lombard** 690-7971
 Refreshments: **Mike Bellafaire** 540-720-1729
 Newsletter: **Cliff Green** 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**



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



FIRST CLASS MAIL

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