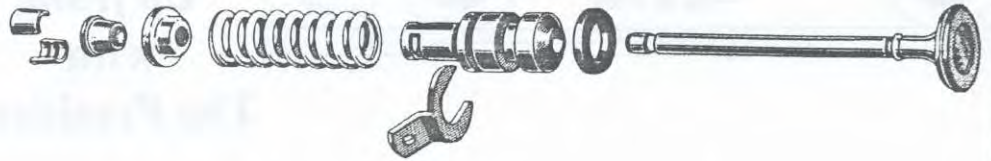




Northern Virginia Regional Group



# VALVE CLATTER



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

Volume XXI, No. 2

February 1998

Cliff Green, Editor

### CITY OF FAIRFAX HERTIAGE FESTIVAL CIVIL WAR REENACTMENT AND ANTIQUÉ CAR SHOW

By Tom Shaw

The Steering Committee for the City of Fairfax Heritage Festival has met several times since my last article was printed. Many important decisions have been made. I think we now have a better idea of what needs to be accomplished for the upcoming event to be a success. Even though I was involved in the Sully Show for years, doing one job or the other, I knew that starting a car show (Festival) from scratch involved a great deal of planning and organization. However, the various members of the Steering Committee have been very enthusiastic about this event and have provided tremendous support and ideas during the many meetings held so far.

The Downtown Fairfax Coalition members of the Festival Steering Committee, under the guidance of Ms Barbara Mchale, are also working very hard to make this show a success. They are trying to include as many events as possible to draw people to the show. They are considering things such as musical entertainment, face painting for the children, food vendors, police and fire displays and much more.

The Coalition's Executive Director, Gary Powers, will included details of the show in the City's newsletter called the Main Street News. He has promised to recruit 25 workers for show day. The Charitable organization MADD will be asked to publicize the show in their newsletter.

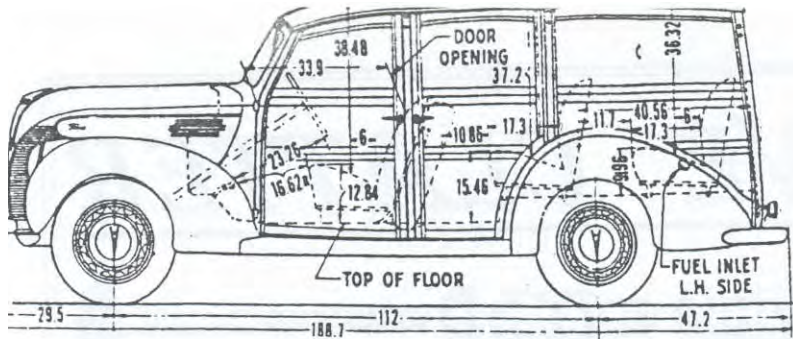
The various NVRG Committee members are deep into accomplishing their various assignments. Dave Westrate is diligently working with various people to design the show logo, which will also be used on the dash plaque. The show logo will depict the various activities included in the day's events. I am sure the final artwork will be excellent.

Don Lombard is responsible for pre-registration and same day registration. He has designed a wonderful fold out registration brochure that will have graphics that also depict the various activities of the day. Don will need volunteers to help register cars the day of the show.

Cliff Green has already accomplished a lot in terms of advertising the upcoming show to area old car clubs using e-mail. He plans to advertise in various old car magazines such as Hemmings Motor news, etc. Cliff will send an advertisement to all the local old car clubs. An effort will be made to get free radio advertising and local news coverage several weeks before the Festival date arrives.

Dave Blum is responsible for antique car parking and his involvement will include identifying and setting aside 200 parking spaces for the antique and hot rod cars. The Committee has decided to use the parking spaces in front of the Massey building for the antique cars and rods. This location will give our cars up-front exposure to cars traveling on Chain Bridge Road.





*Up front  
with  
The President*

**February 1998**

I am very pleased to inform you that the National Club has selected "Valve Clatter" as the third best newsletter for Regional Groups nationwide last year. This is the second year in a row that this newsletter has been recognized. Several Valve Clatter articles have also been reprinted in the national publication, "V8 Times". We all thank Cliff Green for the hard work, long hours and unbounded enthusiasm that he brings to the task as Editor. This award also reflects the contributions of our members to the newsletter in the form of tour reports, articles, photos and other items that make the old rag so interesting. Atta boy Cliff, and thanks to all of you as well!

At a recent planning meeting for the May City of Fairfax Heritage Festival and Antique Car Show, we met representatives of the citizens advisory group for the Fairfax Police Department. They have a formal campaign underway to raise funds to locate, purchase and restore a 1949 Mercury. This was the first patrol car for the Fairfax City Police Department, and it will be equipped with all of the police lights, siren, decals, etc. The vehicle will be used in a variety of civic events. The Board of Directors voted to contribute \$100.00 toward the car fund, and a booth will be set up at our May event by the citizens advisory group to promote their project. Our club will be recognized at all of the car's functions as a contributor to the project.

Plans are being made for a club tour to Frederick, Maryland on March 28th. There is a "Parts Meet" sponsored by the Sugarloaf Region of the AACA. Plan to go along - who knows what you will find!

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

Dave

# MY PIERRE

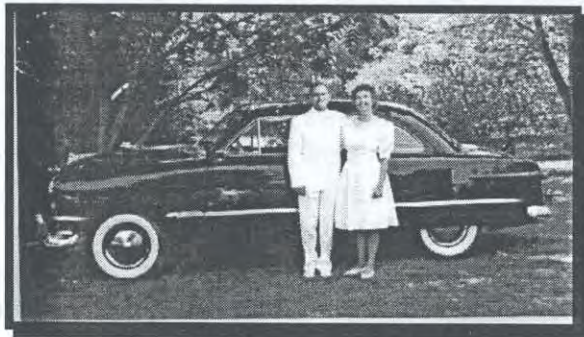
By Jeannette Moore-Hall

At 6 AM on a Saturday morning in June of 1982, I saw a black car for sale in a shopping center parking lot on Route 1 in Fredericksburg. I got the telephone number and waited for the owner to "wake up". I learned later in the day that the car owner was also the owner of a jewelry store in the shopping center and he was going out of business and needed to sell the car. At the time I owned a 1917 Model T Ford, but wanted something more practical to use to cruise. So I drove the car, bought it and took home a 1950 Ford Tudor Sedan Custom Deluxe and named him Pierre!

Pierre was assembled in Norfolk on May 27th, 1949 as an early 50. My research into previous titles shows some crazy buying and selling of my car even though I was told by the seller that Pierre had always lived in Fredericksburg. Actually his previous homes included Lovettsville, Brookeville, Md. and Williamsburg. The mileage showing when I purchased him was 40,147 and the present mileage is 46,392. As you can see, Pierre has not been driven much in the last fifteen years.



My original reason for buying Pierre quickly changed when I got the competitive spirit. He was in original but "I need to be restored badly" condition. There was no V8 Ford 49-51 Handbook at that time and I had to do all the research on my own. Fortunately, I received a lot of help from the Detroit Library and from a friend from Virginia Beach, John Wilson, who owned a 50 Ford that he bought in 49 and was showing it at Hershey each year. I was able to use his car as a model for my restoration project. Even though most people do not believe it, I have done a lot of the restoration myself which includes doing it "by hand" in my garage. My "Pierre" truly has been restored by a hobbyist and not by a professional.



Pierre received his first Dearborn in Dearborn in 1988, an AACA Junior in 1990 and AACA Senior in 1991. He now has 16 AACA Preservations. It helped tremendously taking him to V8 Meets

because of the feedback provided at the end of the judging. Due to some problems at local meets, we now only attend National Meets and hope to attend our third Dearborn Grand National in July.

Being a female in a predominately male hobby has had its rewards and heartbreaks but I love my car and my husband for always having such a positive attitude and saying "It's HER CAR".

## 1950 FORD PRICE LIST

	6-cyl.	8-cyl.
<b>Deluxe Series</b>		
Business coupe . . . . .	\$1,333	\$1,420
Tudor sedan . . . . .	1,425	1,499
Fordor sedan . . . . .	1,472	1,546
<b>Custom Deluxe Series</b>		
Club coupe . . . . .	1,511	1,596
Tudor sedan . . . . .	1,511	1,590
Fordor sedan . . . . .	1,559	1,639
Station wagon . . . . .	2,028	2,116
Conv. coupe . . . . .	—	1,949
Crestliner . . . . .	—	1,711

(All prices f.o.b. factory, including federal excise tax.)

## RESTORATION HELPER

Editor

During the restoration of a early Ford product it is import to follow the guide lines of the EFV8CA "to restore the vehicle as Henry Ford made them". Of course, there will be many deviations from this policy according to many factors depending on the individual - safety, cost, time, availability, knowledge. I want to address the last factor, knowledge and how to obtain it. If it is important to you to restore your vehicle the way it was delivered from the dealer, then that is perhaps why you joined this club. Many members have the knowledge obtained from experience and it is the networking that is the most important feature of our club - a few phone calls will help answer most questions!

Now, there are pieces of literature out there, original and reproductions that will help in that restoration. I believe that everyone should own a "Green Book" *Chassis Parts and Accessories Catalog 1928 -1948*. However, this is not the definitive document in restoration. Many parts that are listed for your year are sometime replacement parts and are not like the original. Last month I described the "mystery coil" that the parts book listed for '38-'41. When a customer went to the parts counter in 1947, he was handed this coil for his prewar car and could care less if it looked different as long as it performed the same - it was a replacement. There are many such examples which do not make a correct restoration.

Now then, a more definitive manual for correct information of your restoration would be the *Chassis Parts and Price List*. They are published by Ford in a grouping of years. The one I have is Form 7084, February 1940 which covers 1938-39-40. There is a reproduction by Polyprints (V-38) that covers 1938-39-40-41, Form 7084, May 1941. Form 1932 covers 1928-1937, Form 3633 covers 1938-1946, plus the one illustrated 1938 through 1944!! There might be

other overlapping years out there. These guys sell for about \$25 depending upon condition at flea markets

Let's take a look at what information is in these books. Arrangement. All Chassis Parts and Price list are similar in detail. The first few pages contain model identification, brief instructions for ordering parts, classification of parts, price code symbols, symbols designation painted or unpainted stock, a code of finish of standard parts and an alphabetical index..



Lets examine a sample item. On page one, under carriers and covers, we find part number 01C 1350 in the first column. 01C remember is, 0 = 1940; 1 = 85 hp; C = commercial. 1350 is the basic part number which remains the same for each yearly model. If there is a suffix "A" indicates a design change has taken place and the changed part then would be a "B". The second column shows the classification: F - fast moving parts, S - slow moving parts, I - inactive parts. Third columns is the list price = P 7.75 (painted) R 5.00 (primed). There might be another symbol in front of the price signifying a special discount. Next comes the part name - Ring - sparecover inner 6.00 x 16. One is required and it fits model 01C82, 01A79. Looking up in front of the book we see that it fits a 1940 Sedan Delivery and Station Wagon. (Station wagons in 1940 were considered commercial vehicles - they did not appear in the dealers showroom catalog with passenger

## HELPER (cont.)

cars but had a separate flyer of their own!) I note that 01CS 1350 (S = special order) is a cover for a 650x16 wheel which proves that the woodie could have such tires!!

Say you want to know what type of fastener to use to connect certain parts. For example: what is the finish of the nuts that hold down the carburetor to the intake manifold? Look up in the front alphabetical index - carburetor (in the "Green Book" you would look under fuel systems), 33798-S7 nut - valve chamber cover to carb. - 3 required. Now consult the back of the book under Ford Standard parts and we find it is a 5/16 -24 (1/4x1/2) hex nut. Numbers with S7 finish, referring to the chart in front, are cadmium plated. So, those shinny steel nuts that we use are incorrect - either cad plate them or paint 'em flat silver. (Bill Clatterbough in Richmond, when he restores a car, would throw all the nuts and bolts, misc. parts in a bucket and take them to be cadmium plated - they charge by the pound.)

What to know what tools were correct for you car? The whole list is there with part numbers and what years apply. I note that two types of grease guns are correct, also a Kit - tire repair is proper for '40. In the larger "Green Book" it is not as definitive. How about clocks? Wind up are correct for Fords and Mercury, '39 & '40, had electric. 1940 Woodie and Sedan Delivery frame have a different part number. There is a wealth of info here to study .

So, use the "Green Book" for general reference, but use the *Chassis Parts* book for more definitive and correct help in restoration. It is also more user friendly Lots of knowledge in there!!

Next month - a look at *Body Parts Lists*

## RESTORATION ROUND UP

**Bill Simons** discovered that he had a blown head gasket. Upon removing the head on his '34, he discovered that the area in the upper middle of the block had a crack brazed and a chunk of the metal by the triangular water hole had broken off!! Apparently the crack and heat from the braze weakened the casting! Bill will take pictures of the area and ask around if any shop will repair the block or search for another one.

**Mike Bellefaire** is moving along with the restoration of his '40 tudor. The seats are out and the old naugahide is stripped off in preparation for a LB interior! The dash and steering wheel are now painted. Bill Clatterbough in Richmond rebuilt his steering box. Mike has acquired the correct heater on his second attempt! He plans to attack the brakes this spring.

**Pres. Westrate** has the frame of his '39 ready for dipping and powder coating after making a repair to the center box. The old one had rusted out and someone had welded in a piece of steel panel for support. **Cliff Green** just so happened to have a center box section that Dave expertly installed! The rear brake drums were a bear to remove, so reports **Ken Burns** and **Bill Selley**. It took a KRW wheel puller and a long pipe to break one loose. The first attempt with a three prong stud puller cracked the drum!

**Ken Burns** is plugging away on woodie two. There is definitely no light at the end of the tunnel in his garage!

**Santa** brought the editor a pair of curved arm rear view hinge mirrors for the '40 woodie. Now that a Columbia is installed, and with the capability of awesome highway speeds, I decided that it was important to see behind me and forget the beauty of those "swan neck mirrors".

## TREASURER'S COMMENTS ON THE CLUB'S 1997 FINANCIAL OPERATIONS

The results of the club's financial operations for the year 1997 are shown in the Statement of Operations contained elsewhere in the *VALVE CLATTER*. Although the operating statement shows an operating profit of \$543.07, don't get too excited and decide that we need to lower our dues or throw a huge bash at the Ritz Carlton. The club's books are maintained on a cash basis, just like you and I manage our personal checkbooks and report our income and expense to Uncle Sam. (Seems I can't get my personal income to exceed my annual expense--anyone else have that problem?)

Anyway, there are a few transactions which will occur early in 1998 which relate back to 1997's operations. Two of them are shown in the adjustments to the bank balance, and they nearly offset each other: we owed and paid in January 1998 \$280 for Entertainment Books we sold, and we were due \$245 for books sold by members and received this in January, 1998. So for you non-accountants, that explains those adjustments so that our bank statement agrees with our books! However another significant

item for around \$500 is still payable. That's for more of those neat polo shirts we bought for sale to members but have not as yet been billed for. So that will pretty nearly wipe out our 1997 profit, but we have the shirts in inventory and will recoup the money when some more of our members cut lose with some money and purchase the shirts. Contact **Bill Selley**, our Property custodian for them.

You might also note that although we sold 62 Entertainment Books for income of \$490, that was a drop from last year's sales of 70 books. And as before, the same few people were responsible for most of the sales. So we probably won't turn to that form of money raising in the future unless we can't find any other means to generate operating income. If the club's membership lends its support to our partnership with the Downtown Fairfax Coalition, the Fairfax Museum and the City in the forthcoming Fairfax Heritage Auto Show, perhaps we will have find a new source of income for the club. And what a great way for V8ers to advance the hobby and insure club solvency.

So that's your treasurer's pitch for the year--Buy shirts, support the club in the car show, and remember its 3 for \$2 in the 50/50 raffle at our monthly meetings. See ya' then.

### LOTS OF LASTS IN 1939

Here's a list of "last" that occurred in 1939 for the Ford V-8

*From the Columbia Overdrive*

- |                                     |                           |                                    |
|-------------------------------------|---------------------------|------------------------------------|
| 1. Painted line in bumper           | 8. Spyder hubcaps         | 15. Wind wings (external)          |
| 2. Bulb headlights                  | 9. Rumble seats           | 16. V8 insignia on hubcaps         |
| 3. Flat dash                        | 10. Crank-out windshield  | 17. Cut-out on generators          |
| 4. Dual gauge (speedo/inst cluster) | 11. Top mounted wipers    | 18. Three brush generators         |
| 5. Liquid or bulb temperature gauge | 12. Four door convertible | 19. Bug wheel bolt pattern         |
| 6. Banjo steering wheel             | 13. Manual top            | 20. Swing-up antenna knob          |
| 7. Floor shift                      | 14. Body color hubcaps    | 21. Headlight sw on steering wheel |

**NORTHERN VIRGINIA REGIONAL GROUP  
EARLY FORD V8 CLUB OF AMERICA**

**STATEMENT OF OPERATIONS  
January 1, 1997-December 31, 1997**

	1997 <u>Actual</u>	1997 <u>Budget</u>
<b><u>INCOME:</u></b>		
Dues for Year 1997	\$ 965.00	\$ 700.00
50/50 Share	109.00	100.00
Entertainment Books-62 Sales	490.00	600.00
Accessory Sales-Shirts, Hats	419.00	50.00
Donations	57.00	87.00
Fund Raiser-Film Drawing	<u>60.00</u>	<u>50.00</u>
TOTAL INCOME		<u>\$2,100.00</u>
<u>\$1,500.00</u>		
<b><u>EXPENSES:</u></b>		
Christmas Party	\$ 387.00	\$ 350.00
Accessory Purchases-Polo Shirts		540.73
-0-		
Meeting Expense	89.48	50.00
Member Remembrance, Recognition	22.00	100.00
Name Tags	-0-	50.00
Newsletter	23.51	300.00
Picnic-Social	123.50	100.00
Post Office Box	58.00	50.00
Miscellaneous	-0-	100.00
Supplies	-0-	50.00
Postage	<u>312.71</u>	<u>350.00</u>
TOTAL EXPENSE		<u>\$1,556.93</u>
<u>\$1,500.00</u>		
<b>GAIN FROM OPERATIONS, YEAR 1996</b>	<u>\$ 543.07</u>	<u>\$-0-</u>

Bank Balance, January 1, 1997	\$ 2,916.77	
Add Gain from 1997 Operations	<u>543.07</u>	
	\$ 3,459.84	
Adjustments:		
Add Prepaid 1998 Dues	330.00	
Entertainment Book Income Not Received But Included Above	(245.00)	
Entertainment Book Expense Not Paid But Included Above	<u>280.00</u>	
<b>Bank Balance, December 31, 1997</b>	<b><u>\$ 3,824.84</u></b>	

Respectfully Submitted:  
Hank Amster, Treasurer

## JANUARY MEETING NOTES

18 members enjoyed refreshments provided by **Mike Bellefaire** at Natopark Park. This was a show and tell night and the lead off man was **Hank Dubois** whose clock story is reported on the front page. The Editor brought a 1940 Ford winter front, which Hank Dubois immediately recognized, being from Vermont, and Christmas wrapping paper from the '30's used by Ford parts departments. **Ed Mascali** had a box of Ford parts that he could not identify that came with his pickup. The talent in the room solved any mystery. Much jawing, story telling and pictures were passed around. **Jim McDaniel** showed a beautiful painting on his police car that he commissioned a local artist to do from a photo. **Cliff Green** won the 50/50. New members attending for the first time: **Lars Okeson** and **Don Youngblood**

## CONDOLENCES

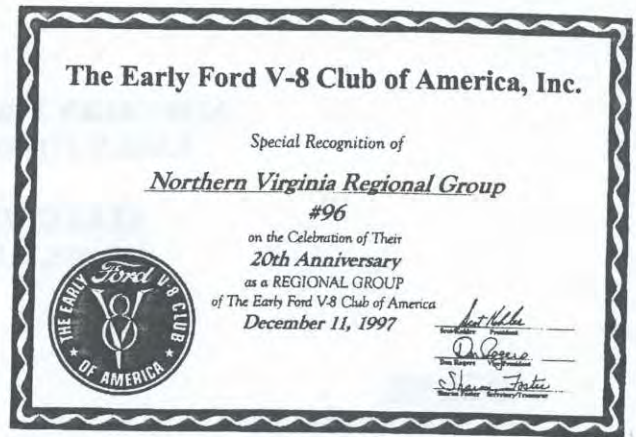
The father of **Jerry Pendley** died last month in Oklahoma. We extend our sympathies and sincerest condolences to the Pendley family

## CLUB POLO SHIRTS

Property manger **Bill Selley** will bring the navy blue polo (with & without pocket), with the club logo to the February meeting. Cost's only a measly \$25. We would like the members to wear this shirt and club hat at our May show for identification purposes. Bill will sell club hat also.

## CITY OF FAIRFAX POLICE CAR

A committee has been formed within the Police/Community Advisory Council to solicit funds to purchase a '49 Mercury two door. They intend to outfit the car like Fairfax's very first police cruiser to represent the Police Department in parades and Festivals. The donation is tax deductible and your name would be on a plaque that tourS with the car! Forms will be at next meeting.



## SUITABLE FOR FRAMING

Pres. Westrate displayed the above award that was sent by the National. He says we now have to build a club house to hang it up!! We shall have "Past Times" in future newsletters, featuring one of the Clubs founders, Mike Gall.

## FOR SALE

1970 Ranchero Squire, One owner Arizona car. 351 engine, ps, pwrbrks, at, a/c. 115k miles on original eng. Strong runner and a real head turned. Rating #2-3 \$5,000 OBO 703-250-6273

Oil painting of a 1932 Ford Phaeton, framed, 52x42, huge and beautiful - would look great on a rec room wall! \$250 426-2662

1938 Ford Convertible Sedan - Great driver Dave Blum 256-5000w 281-1654h

## GRAND NATIONAL MEET IN DEARBORN

It is important to reserve you room now for the big meet - **35TH ANNIVERSARY HOMECOMING!** You can always cancel later. The following members have indicated they are going: Green's, Simons, Morrisons', Gall, Selley, Javaras's, Moore-Hall, Amster(?), Blum's, Culpepper's, Lombard(?).



**Lars & Cindy Okeson**

1207 Bishops Way  
Reston, Va. 201944

404-0439

'42 Woodie, '52 F1



# CALENDAR

## February

- 10 *NVRG Monthly Meeting* Video Program
- 13-15 Atlantic City, Flea Market & Auction
- 19-21 Zephyr Hills Flea Market, Fla
- 24 *NVRG Director's Meeting*

## March

- 10 *NVRG Monthly Meeting* Everything you want to know about your 6V battery
- 24 *NVRG Directors Meeting*
- 28 *NVRG TOUR* - Frederick -28th annual indoor swap meet at the Fairgrounds

## April

- 2-5 Charlotte Auto Fair, Charlotte Motor Speedway
- 14 *NVRG Monthly Meeting* V8 shocks
- TBA Work day for show preparation
- 23-26 Spring Carlisle
- 28 *NVRG Director's Meeting*

## May

- 9 Winchester
- 12 *NVRG Monthly Meeting*
- 16 Old Dominion Meet, Hampton, Va.
- 17 City of Fairfax Heritage Festival, Antique and New Car Show - NVRG Sponsor
- 20-23 AACA Eastern Division Meet, Annapolis, Md
- 26 *Meeting NVRG Director's*

## June

- 5-7 Carlisle All Ford National
- 9 *NVRG Monthly Meeting*
- 14 Sully
- 19-20 AACA Eastern National Meet, Salisbury, Md
- 23 *NVRG Director's Meeting*
- 29-July 4 EFV8CA Grand National Meet, Dearborn

## July

- 9-11 Grand natl AACA Meet , Cherry Hill, NJ
- 12 Natl Cap Reg. V8 show - Brookville, Md
- 14 Annual NVGR picnic, Nottoway Park
- 24-26 Summer Carlisle

## August

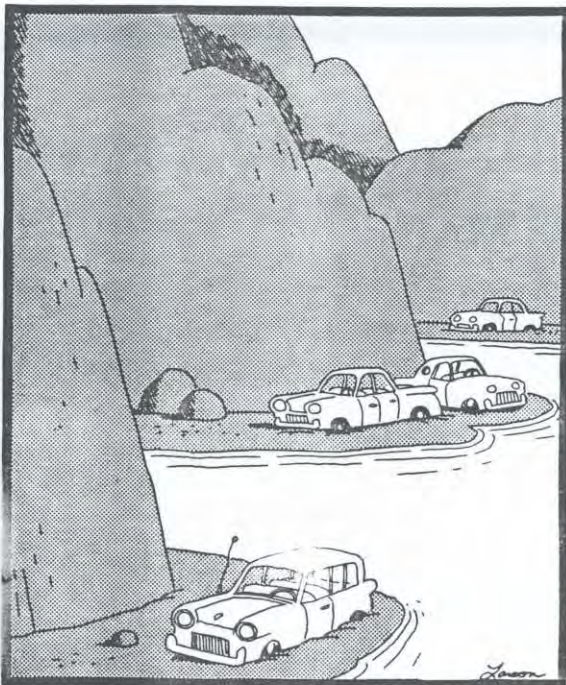
- 8 Fredericksburg AACA Show
- 22-23 Virginia Wine Festival

## September

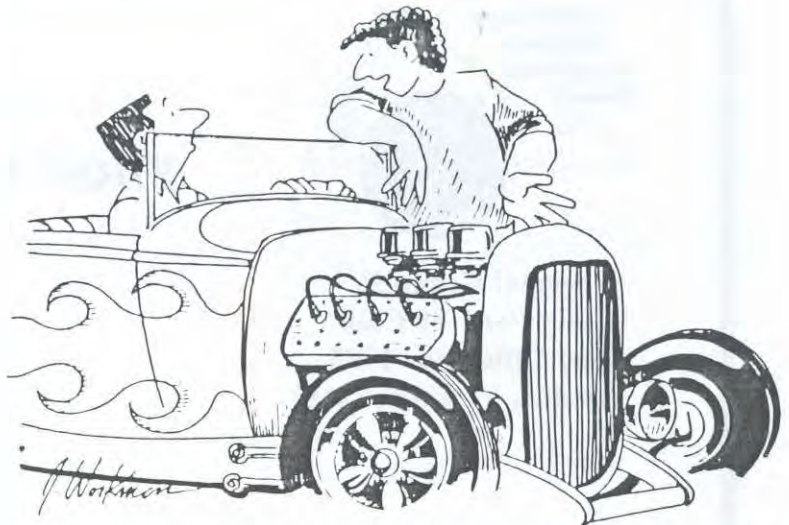
- 6 Mt Airy - Sugarloaf Region AACA
- 13 Out of the Past Review - Vern Parker's "Times"
- 20 Bull Run Region AACA, Manassas, Va
- 20 Piedmont Region AACA, Charlottesville, Va.  
Dick McIninch 804-361-2568

## October

- 1-4 Fall Carisle
- 7-10 Hershey



The fords of Norway



" And I thought everybody called you that because of that nasty haircut of yours."



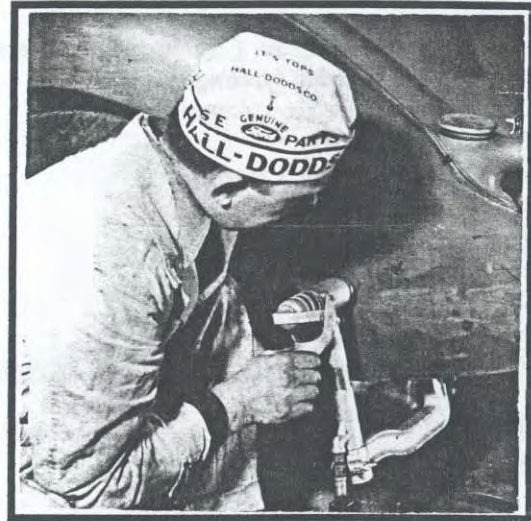
**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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

Vice President:	<b>David Blum</b>	281-1654	Programs:	<b>Bill Simons</b>	536-3648
Secretary:	<b>Tom Shaw</b>	771-9394	Property:	<b>Bill Selley</b>	273-5334
Treasurer:	<b>Hank Amster</b>	753-9575	Historian:	<b>Don Lombard</b>	690-7971
Membership:	<b>Bryan Boardman</b>	643-2661	Refreshments:	<b>Mike Bellafaire</b>	540-720-1729
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**