



VALVE CLATTER

Northern Virginia Regional Group



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

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June 1998

Cliff Green, Editor

SHOW CHAIRMAN REPORT



I would like to personally thank all the many NVRG and Coalition workers who made last Saturday's City of Fairfax Heritage Week Antique Car Show such a success. Most particularly the NVRG Committee members; **Dave Westrate, Cliff Green, Dave Blum and Don Lombard** deserve a special thanks not only for their show day efforts but

for the many hours spent attending planning meetings preparing for the big event. Your untiring efforts, outstanding ideas, and generous time commitment made the first Car Show one to be proud of.

For those members who were unable to attend you missed a great show. According to Don Lombard, 75 antique cars showed up. The quality of cars was outstanding. The number of people who paid to view the beautiful cars, eat the food and listen to the outstanding music could have been a little better. However, we have to remember that this was our first show. Between the Coalition and NVRG members the show was advertised widely. I think it will take several years for our show to build up a loyal following.

Thanks again everyone for your support and help!
Tom Shaw

From the latest reports the Club will most likely make money on the show. We collected \$489 in registration fees and \$1225 was paid at the gate. There is \$\$ owed for advertisement in the program and some bills to pay. Remember that Fairfax City contributed \$3,000 to our event as seed money, plus paid for printing and postage! We should have the tally by next month. There will be a meeting with the Coalition to critique the meet.

Members drove 30 cars on to the field. **Jim McDaniel** drove a man back to his home to recover his Model A. He was just on a Sunday walk when he saw the event. Another guy in a early Chevy stakebody was on the way to Home Depot and stopped to register.

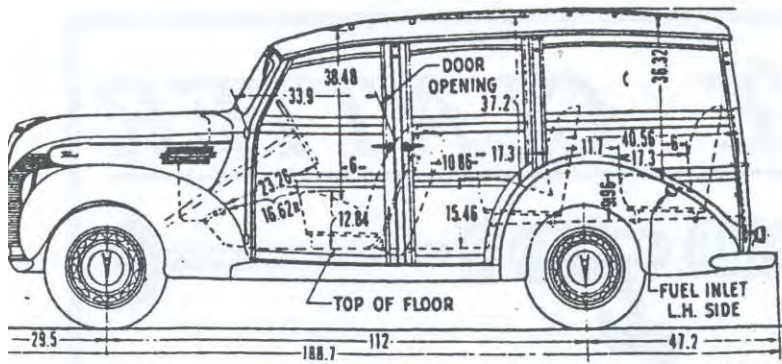
Only one member of the National Capital Region came and that was the president Gene Elliott. He drove an original Model A station wagon over from Silver Spring. He expressed disappointment that none of his other members came, especially when we supported their show last July.

S. L. Ross was awarded the Dealers Choice Award for his beautiful blue 1948 Lincoln Continental. The Mayors Award went to a 1911 "T" huckster. Most Original, sponsored by our club, was awarded to the owner of a 1974 De Tamoso Panteria with only 7,000 miles - Steve McKeller of Leesburg. This bright orange car was bought from the original owner who never drove it in the rain, in fact he always washed it with a atomizer bottle rather than a hose!

Our responsibility was to draw the cars and the Coalition was to draw the people - there were other events that competed with ours for attention (Andrews air show), but I think that the advertisement could have been better. The problems will be discussed at the aftermath meeting and of course critiques and suggestions are welcome from the members.

EDITOR





Up front with The President



JUNE 1998

I am pleased to report that our car show adventure was a respectable success. Our first year effort brought out 76 cars, and everyone remarked about the wide variety of vehicles that responded. The turnout of the club was outstanding, and we can all be proud of the results.

I especially want to recognize and thank a number of people who spent a lot of time and effort on this project. **Tom Shaw** served as our committee chairman and worked tirelessly with our members, the Downtown Fairfax Business Coalition and the Fairfax Museum officials to plan and coordinate this event. **Don Lombard** served as registration chairman and was especially busy on "game day" at the registration table. **Cliff Green, Dave Blum** and others made major contributions as well. Please thank them if you get a chance.

Barbara McHale and J.T. McHale hosted an after action reception at their *Main Street Bagel Deli* for the Coalition, Museum and EFV8 Committee Members. We were joined by City Councilman Gary Rasmussen as well. He thanked us all for a successful day, and all are looking forward to next year.

Well, now that the dust has settled, what's next? We have a very nice tour to Middleburg to see the gardens of five estates there on June 13th. Please see the details elsewhere in the newsletter, and I urge you to attend as this promises to be a nice day, especially for the ladies!

Our club meeting will not be at the Hunter House in June, as the building is needed for county business. We will gather at **Jerry's Ford Collision Center** for a special program. Note that the meeting will start at **7:00**. These programs have been outstanding in the past. Let's have fun with this one!

See, if we all do a little together, we can accomplish a lot.

Dave

MY RARE '33 Roy Judy

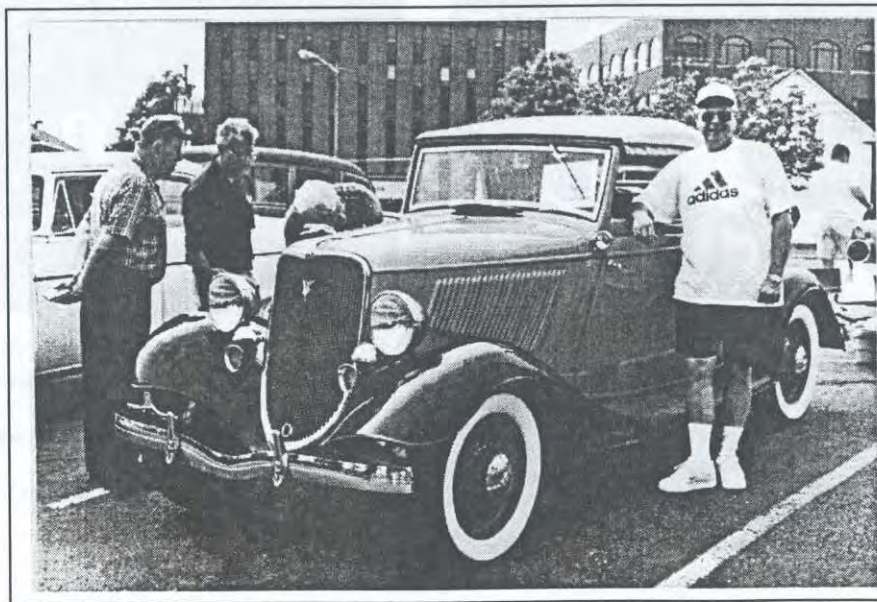
I purchased my first car in 1960 when I was 15 years old. That was in the days when you could get your learners permit and drivers license at age 15. It was a 1940 Ford two door standard sedan for which I paid \$60. I was in love with the 40 Fords at that time. (I still like those 40s.) It wasn't running, but at the time it was all I could afford. My dad and I towed the car home and we began a slow and deliberate process of getting it in running condition. My dad is mechanically gifted and I remember that we had a lot of fun getting the car the way I wanted it. I sold the car to someone in Woodbridge, VA in 1969.

When my mom passed away in 1988, I thought about something that both my dad and I could do to help with the grieving process. I remembered the good times we had putting the 40 Ford together. Both of us loved the old cars and especially the ones that Henry made. So I thought that it would be a good idea to get another old classic that would help us to pass the time doing something that we both enjoyed. I happened to be working in Norfolk, VA and looked in the local newspaper where I spotted an ad for a 1933 Cabriolet. After work I went to the location where the car was and examined it. Of course, I wasn't sure what to look for. The car was missing a lot of parts but the body was very solid and straight. The seller was the owner of Cannons Recycled parts who were in the business of buying and selling Corvette parts. He said that he had purchased the car for his dad who had recently passed away and that he did not have any desire to go through the process of restoring it.

After a period of negotiations, I purchased the 33 and my dad and I began an 8-year process of trying to make it as presentable as possible. The car sat in my garage for about two years while I was trying to locate parts. I went to Hershey and Carlisle on several occasions and researched Hemmings and began buying parts as funds would allow. In the meantime, my dad retired from his business, remarried a high school sweetheart, and relocated to Richmond Hill, GA. But that did not stop us from working as a team to complete this project. He located a person local to where he lived whom he believed could do a decent job of painting the car and do whatever body work was necessary. So I dismantled the car in my garage and began the process of transporting the body pieces to GA. First I took the fenders, doors, and rumble lid. On a second trip I borrowed a trailer and took the remainder of the car's body. On a third trip, I took the motor and chassis. While the body parts were at the painters, my dad and I would work on the mechanical parts. Of course, I was buying parts as we went along.

I spent the next four years spending my vacation time of two weeks during the summer and one week around Christmas to go to GA and work with my dad on the 33. I owe a lot to my wife and kids for their patience in allowing me to do this and the sacrifices they made. As pieces were completed by the painter, we would assemble them on the car. It was a long, but very worthwhile process. We enjoyed the special bonding that took place putting the 33 together. The end product is painted French Gray on the body with black fenders. It has vermilion red wheels and pinstripes. To my knowledge, French Gray was not a color that was mass produced on the 33 Fords. However, I had read somewhere that you could select any of the offered colors for painting the car. I liked the combination of the gray with the black fenders and red wheels. This was somewhat confirmed when I found out that there was a 33 Cabriolet painted the same colors at the Towe museum in Sacramento, CA.

It's not a perfect 33, but my dad and I did what we could to put another one of Henry's classics back on the road. I love old cars, and I know that I will enjoy it. Of course, part our enjoyment is to share our treasures with others and to preserve a part of history for the enjoyment of future generations. I look forward to the members of the Northern Virginia Regional Group helping me in anyway they can to improve on the originality of this classic vehicle.

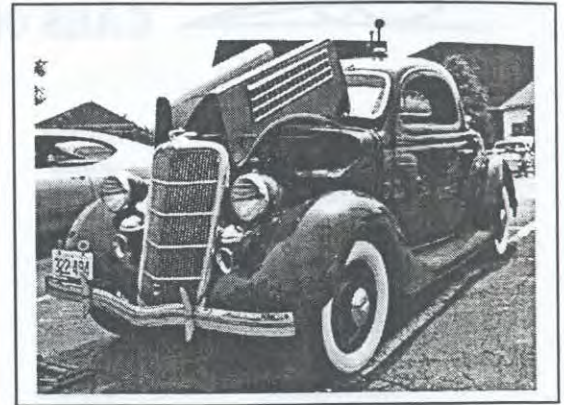




Mike Kearney's '37
 Awarded most original
 Burns, Morrison & Vincents
 S.L Ross with Mayors choice
 Two cop cars
 Bob Wild's Wagon
 Selley sells



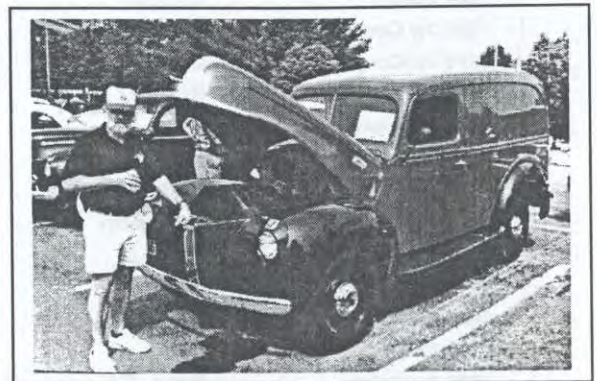
Shaw, Mcdaniel, Burns, Amster, Simons, Lombard, Javaras enjoy a break by and on the '39 frame.



Charlie Morrison's '35 taking wing



Pres Westrate Greets Nat's Capital Pres Gene Elliott



Tell us William, how red is it?



At the registration desk: Lombard (seated), Shaw, McDaniel, Westrate, Amster, Blum, Selley, Kearney

CARS OF THE CLUB - MAY 1998

1932 5w Coupe	Farkas	1940 Std Bus Cpe	Pendley
1932 Pheaton	Jones	1940 Std Coupe	Culpepper
1932 Tudor	Ryan	1940 Std Tudor	Hardin
1933 Cabriolet	Judy	1940 Tudor Std	Bellafaire
1933 Ford 1/2 Ton Pu	Mascalì	1941 1 Ton Panel	Selley
1934 1 Ton Panel	French	1941 Convert	Amster
1934 Coupe	Fox	1941 Coupe S/Dlx	Pendley
1934 Phaeton	Mazzie	1941 Lincoln Zephr	Culpepper
1934 Roadster	Simons	1941 Pickup	Arrington
1934 Roadster	Mazzie	1941 S/Dlx Station Wgn	Hardin
1934 Roadster	Fox	1941 S/Dlx Sedan	Chase
1934 Roadster	Wells	1941 S/Dlx Station Wag	Burns
1934 Tudor	Simons	1941 S/Dlx Station Wag	Burns
1935 3w Coupe	Morrison	1941 Tudor Dlx	Bowers
1935 3w Coupe	Dubois	1941 Tudor Dlx	Mazzie
1935 Pheaton	Ross, D	1942 Dlx Station Wag	Okeson
1935 Pheaton	Wells	1946 Coupe	Hill
1935 Cabriolet	Ross, D	1946 2 Ton COE	Gall
1935 Pheaton	Potter	1946 Mercury Conv	Chandler
1935 Roadster	Arrington	1946 Pickup	Welch
1935 Sb Sedan	Ross, D	1946 Pickup	Wenchel
1935 Sedan Dlx	Vincent	1946 Sedan Delivery	Mryick
1935 Tudor	French	1946 S/Dlx Convert	Blum
1936 3w Coupe	Gall	1946 S/Dlx Tudor	Stewart
1936 3w Coupe	Ross, S.L.	1947 Del Coupe	Lombard
1936 4dr Dlx Hmpbk	Culpepper	1947 Linc Cont Cab	Whelihan
1936 Conv Sedan	Ross, S.L.	1947 Mercury Convert	Blum
1936 Coupe	Welch	1947 Merc Convert Sed	Dawkins
1936 Dlx Sedan	Mcininch	1948 Convert	Tindall
1936 Dlx Roadster	Lumpkin	1948 Coupe	Nelms
1936 Phaeton	Green	1948 Dlx Coupe	Javaras
1936 Convert Sedan	Potter	1948 Dlx Tudor	Tindall
1936 Trunk Sed,Std	Potter	1948 Linc Cont Cab	Ross, S.L.
1936 Tudor	Lee	1948 Mercury Coupe	Boardman
1936 Tudor	Clark	1949 Convert	Darby
1937 1/2 Ton P/U	Kearney	1949 F-1 Pickup	Wild
1937 Cabriolet	Lebkicker	1949 Tudor	French
1937 Conv Sedan	Wells	1950 Custom Tudor	Moore
1938 Sedan	Lumpkin	1950 Mercury Mont.	Cummings
1938 Conv Sedan	Blum	1950 Tudor	Hinkle
1939 Commercial	Williams	1950 Tudor	Pendley
1939 Dlx Station Wagon	Westrate	1951 Convert	Wild
1939 Std Station Wagon	Westrate	1951 Convert	Shaw
1940 Std Coupe	Javaras	1951 Sedan Custom	Vincent
1940 Convert	Arrington	1951 Station Wagon	Wild
1940 Convert	Vincent	1951 Tudor	McDaniel
1940 Coupe	Bowie	1952 F1 Pick-up	Okeson
1940 Dlx Coupe	Spero	1952 Panel	Painter
1940 Dlx Coupe	Gibson	1952 Victoria	Chase
1940 Mercury Convert	Hill	1953 Linc Capri Conv	Blum
1940 Sedan Delivery	Gibson	1953 Linc Conv	Gall
1940 Dlx Station Wagon	Green	1953 Tudor	Lombard

PAST PRESIDENTS OF THE NORTHERN VIRGINIA REGIONAL GROUP

<u>1978</u>	MIKE GALL	<u>1989</u>	JOHN WENCHEL
<u>1979</u>	ARNOLD LEES	<u>1990</u>	ROSE McFARLAND/C. MORRISON
<u>1980</u>	WILLIAM SELLEY	<u>1991</u>	CHARLIE MORRIOSN
<u>1981</u>	JOHN HINKLE	<u>1992</u>	KEN BURNS
<u>1982</u>	NICK ARRINGTON	<u>1993</u>	HARRY AVERY
<u>1983</u>	TOM ARRINGTON	<u>1994</u>	DON LOMBARD
<u>1984</u>	CLIFF GREEN	<u>1995</u>	DON LOMBARD
<u>1985</u>	DAVE MYERSBURG/ B. TINDALL	<u>1996</u>	BILL SIMONS
<u>1986</u>	BILL TINDALL	<u>1997</u>	DAVE WESTRATE
<u>1987</u>	TOM ARRINGTON	<u>1998</u>	DAVE WESTRATE
<u>1988</u>	JOHN WENCHEL		



MIDDLEBURG GARDEN TOUR

SATURDAY, JUNE 13TH

Tour in your V8 to the following gardens in and around Middleburg:

- WILLOW OAK**
- GLEN ORA**
- SHERWOOD**
- HAMLET**
- SOUTHERLY**

Tickets are 15 dollars each or 12 in advance, 540-687-8687 and the proceeds go to a charity. We will caravan from the Fair Oaks Parking lot, leaving promptly at 930. BRING A PICNIC LUNCH FOR AN ENJOYABLE AFTERNOON.

Contact Hank Dubois for details

476-6919

STATISTICS

There are 104 cars in the club, counting those under restoration, and those never again to see the light of day again. Convertibles are the most popular amounting to 35 cars or 33.6%. Coupes and tudors are tied at 19 each, commercials at 12, sedans 11 and the rarest being the station wagon at 8 examples or 7.6%. All years are represented with 1940 being the most popular with 13. If you combine the '46,7,8 these guys have 16. The rest: 3 '32's, 2 '33's, 8 '34's, 10 '35's, 12 '36's, 3 '37's, 2 '38's, 3 '39's, 11 '41's, a lone '42, 3 '49's, 4 '50's, 5 '51's, 3 '52's and 3 '53's. There are 5 Mercury's and 4 Lincoln's.

MUCKING AROUND WINCHESTER

Hank Amster

It was supposed to be a caravan of old V8's to Winchester for the annual Apple Blossom Car Show on Saturday, May 9, 1998. But no one showed up at our usual Fair Oaks meeting place--and with good reason. The weather looked dismal, and the forecast was even worse. But not to be dismayed, Cliff Green and I traveled out to the show in our modern car for the sole purpose of distributing flyers publicizing our May 17 show in Fairfax. Upon our arrival there, naturally the first person we ran into was Buzz Potter busily combing the flea market. The flea market area was moved from its usual spot just beyond the show field to the lower area abutting the road into the area. There were about 10 percent of the normal number of vendors there, due to the adverse weather conditions. While the ground did not approximate wet weather terrain experienced frequently at Hershey, the mud was ever present. Good thing the flea market was moved, because it was a shorter tow to the highway than the upper field would have been. We also ran into Bob Wild hawking his wares under a tent appropriate for the occasion. The flea market wasn't a total loss. I did manage to get a wiring harness for my '41 heater from a vendor from Bumpass, VA.

Also sloshing through the fleas, we climbed the hill to the show (?) field. About one-third of the usual number of cars slithered their way into the show. The attendance was bolstered by an unusual number of Hudson's, Essex's and Teraplanes because that club holds its annual meet coincident with the Winchester show, and evidently the weather didn't deter them. The only other members we ran into were Carl Anderson and Gene Welch, neither of whom showed cars on the field. Also we encountered Bob Thatcher from the Pittsburgh area, who is the 1941/42 advisor for our national club.

After distributing our flyers for the Fairfax show, we wisely decided that although it was only noontime, we should make our escape expeditiously. We were hardly five minutes down the road when the skies decided it

was time to comply with the weather forecast, and that they did by raining on the AACA Shenandoah Region's parade. Oh well, there's always next year!

LETTER TO THE EDITOR

Jason Javaras

I just bought a couple of new Ford books that I thought might be of interest to our members. The first is called "Ford Police Cars" by Ed Sanow. Ed is a pursuit driving advisor for the Benton County sheriff's office and has written articles on police cars for dozens of automobile and police magazines. Before becoming a police officer, Ed raced SCCA mustangs for many years, so he knows of which he speaks. The book cover Ford polices cars from 1932 through 1997 and has very specific specs included in addition to the hundreds of excellent pictures, all in "black and white" of course. It's 160 pages and the cost is \$19.95 at Barnes and Noble bookstores.

The second book is called "How to Hop Up Ford and Mercury V8 Engines" and is a reprint of a 1951 edition by Roger Huntington, and originally published by Floyd Clymer. Roger Huntington was one of the most respected automotive engineers of his time, and was considered one of the foremost Ford flathead performance experts around during a time when the Flathead were king of the racing circuit. By the way, his accomplishments are all the more amazing since they were done from a wheel chair - Roger was a paraplegic. The text of this book is written in a style that is very easy to read and yet includes very detailed formulas for the comparative benefits of various approaches to "hopping up" the trusty flatheads. The illustrations and pictures are mostly from the post-war era and along with the quoted cost for engine upgrades at that time capture a moment in Ford's history that you don't often see in most Ford publications nowadays. This book is also 160 pages and cost \$14.95, available at Barnes and Noble.



DAVE MAUNDER

9707 Tiny Court
Burke, Va 22015
866-4432

Dave joined up at the car show and even bought a shirt. He is looking for a '40 convert.

MYRICK DISASSEMBLES '46

In preparation for the V8 nationals in Dearborn, Butch has taken the fenders and hood off his beautiful '46 sedan delivery in order to paint the fire wall and do body work. His wants to detail the car so that it will be a high point vehicle - it sure looks good to me the way it was.

TREASURY

Treasurer Amster reports \$3,994 in the bank with a bill waiting from the shirt maker.

CALENDAR

June

- 5-7 Carlisle All Ford National
- 9 **NVRG Monthly Meeting @ Jerry's Ford - Body Shop**
- 13 **Middleburg Garden Tour**
- 21 Sully
- 19-20 AACA Eastern National Meet, Salisbury, Md
- 29-July 4 **EFV8CA Grand National Meet, Dearborn**

July

- 9-11 Grand natl AACA Meet , Cherry Hill, NJ
- 11 All Ford Show, Frederic Motor Co, Rt 40 Frederick, Md
- 12 **Natl Cap Reg. V8 show - Brookville, Md**
- 14 **NVRG Annual picnic, Nottaway Park**
- 24-26 Summer Carlisle
- 28 **NVRG Director's Meeting**
- Jul 31-Aug 2 35th Annual Das Awkscht Fescht, Memorial Park, Macungie, Pa.

August

- 8 Fredericksburg AACA Show
- 11 **NVRG Monthly Meeting**
- 15 23rd Annual Tobacco Trail Antique & Classic Car Show, Allen Pond Park, Bowie, Md.
- 22-23 Virginia Wine Festival
- 25 **NVRG Monthly Meeting**

September

- 8 **NVRG Monthly Meeting** Running boards
- 13 Mt Airy - 29 th annual Sugarloaf Region AACA meet
- 12-13 **Annual Lebkicker Tour**
- 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
- 29 **NVRG Directors Meetintg**

October

- 1-4 Fall Carisle
- 7-10 Hershey

Call Editor for addition to this list - check date for sure!

WILLOWCROFT WINERY TOUR

Six members drove their old Fords to the winery for an afternoon picnic and received a guided tour and a free bottle of wine. The club treasury collected \$100 for the display of Ford vehicles. **Amster, Wild, Shaw, Lombard, Burns and Dubois** drove their V8's and **Vincent's** came in their modern iron. On the trip home Hank Amster broke down and required AAA services with a Jerdan. The trouble shooting efforts of the members could not get the car running - no spark. Stay tuned as to what went wrong.

MAY MONTHLY MEETING

The 16 members in attendance were treated to a interesting presentation about batteries from a man who owns a battery shop in Rockville. Everyone came away learning something new. The 50/50 drawing was won again by President Westrate who donated it back to the club - thanks Dave!



FOR SALE

'40 standard steering wheel - good used, standard dash with glove box, no ash trays. '40 radiator - not split core, very good. '41 heater, no switch, needs restoration. '40 accessory oil filter. Contact Mike Bellefaire 540-657-2330

1 18" Ford wheel, free. 60 hp engine, mostly complete - no crankshaft - free. Gil Williams 560-8829

V8 TIMES FEATURES "VC" ARTICLE

For the fifth time the National magazine has taken articles from the "Valve Clatter"! Look for our article about Jeanette Moore's car and about the Columbia installation. (I did not spell Bill Selley's name wrong!) I'm looking for technical articles to publish - I can't write them all.



Jim Wells brought this neat Chevy produce truck to the show. The roll up side curtains have yet to be installed. I heard the he had to pay \$100 for a fake watermelon to display along with the other fax pax fruit.



**BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP**



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

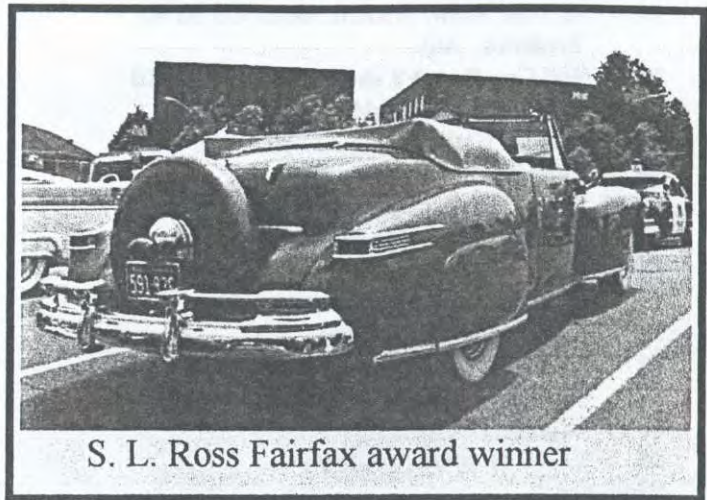
Vice President:	David Blum	281-1654
Secretary:	Tom Shaw	771-9374
Treasurer:	Hank Amster	753-9575
Membership:	Open	
Tours:	Hank Dubois	476-6919

Programs:	Bill Simons	536-3648
Property:	Bill Selley	273-5334
Historian:	Don Lombard	690-7971
Refreshments:	Open	
Newsletter:	Cliff Green	426-2662

**NOTICE
NEW LOCATION FOR
JUNE**

MEET AT JERRY'S FORD BODY
SHOP ON BACKLICK AND
INDUSTRIAL DRIVE,
NEWINGTON

NEW TIME: 7:00



S. L. Ross Fairfax award winner



FIRST CLASS MAIL

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