



Northern  
Virginia  
Regional  
Group



# VALVE CLATTER



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

Volume XXI, No. 11

November 1998

Cliff Green, Editor

## HERSHEY

### IMPRESSIONS

STEVE PIEPER



Recently, when trying to pick Cliff Green's brain on some technical stuff, he mentioned that he spent a few days at Hershey. Having been there myself, I passed on some of my experiences. That prompted him to include me on his list of club members that were about to be asked to jot down a few words so that he could compile a "impressions of Hershey '98".

My wife, Wendy and I had great success the proceeding week at Carlisle, so our shopping list was short for Hershey and therefore planned to spend only a day. Rolling (sliding) into the parking field (already muddy by 10 am) we met a fellow parking his BMW next to us with license plate #1 from the state of Wisconsin. He was a delightful individual and we soon realized we shared a mutual friend living in his home town (small world). I was driving a pickup (one must come prepared to these events) and had concern getting out of the place with the muddy ruts already starting to form - I knew it would be a challenge by the end of the day to go UP the hills to get out. Anyway, in we went. Wendy and I were both so optimistic (stupid) that we left our boots behind and proceeded to the flea market field.

Poor vendors! Many were packing up already, since so many were inaccessible because of the inability to physically get to their booths due to the mud. Our list of needed items were primarily small trinket things that consisted of needed trim pieces from my dashboard collection. We hit pay dirt within minutes of being there. I came across a stack of radios laying on the ground and spotted the one I needed complete with all the trim, knobs, etc. and asked the vendor how much? "Oh, they belonged to a guy who packed up, left and just dumped those there next to the trash can." So we scratched off one of the four needed items and moved on. Whenever the next trim piece

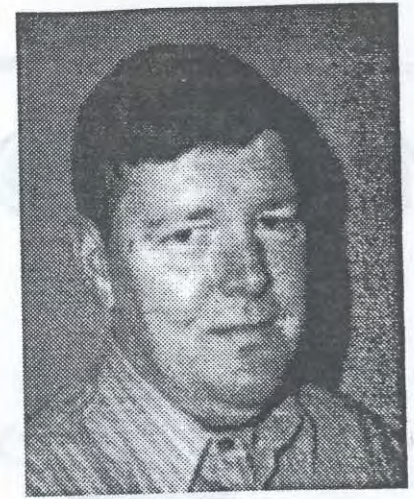
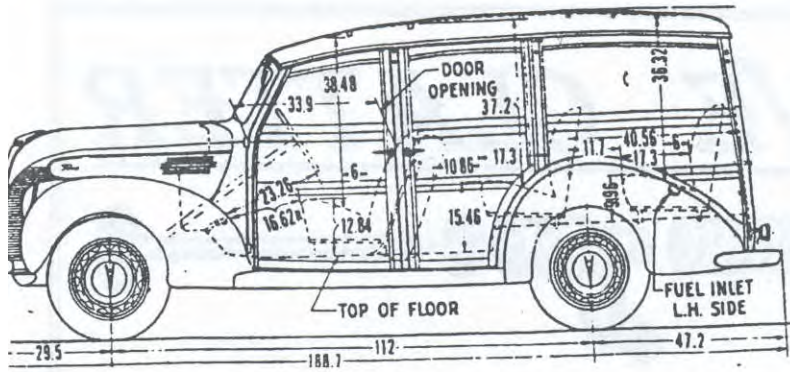
was explained to various vendors, we got the same answer, which was something, like: I have those at home, send me \$20 for each one you want. Since four were needed, Wendy and I kept up the search. We eventually came across a fellow who said that he had one and thought it was in his junk box. After a few minutes of searching, he remembered that he just cleaned house and had thrown it away in "yonder trash can." Sure enough after digging two thirds of the way down, past the half-eaten hot dogs, etc., we found one. Needing three more just like it, we continued our search, but at least now we were able to show an example of what was needed. Two booths later, and after the vendor claimed he didn't have any, I discovered three NOS versions in his trim collection. "How about a dollar a piece?" Sold! One more item was scratched off the want list.

But wait, believe it or not there's more - and as columnist Dave Berry says, "I'm not making this up," we once again came to a departed vendor's leftovers where there were several vultures milling over a small pile of various goodies and yes, item number 3 (a '51 temp gauge) was found.

At this point Wendy and Wendy and I were in disbelief. No, we did not find item number 4 - a spare tire lock band for a '40 pickup, free or otherwise. And so not pushing our luck we went to the car corral, judging field, ate a polish sausage and later broke down and actually purchased a few things for the '40. Wendy bought a '36 dash waterfall to be used as funky picture frame and then we called it a day. When we made it to the truck, we found our BMW friend had successfully made it out of the lot. So, we gave it a go and made it to the top of the hill with no need of concern. We left with smiles on our faces, joking that maybe we should wait a while longer and collect all the left overs so we could sell them next year at 100% profit.

We did learn two lessons: 1) never go to Hershey without mud boots and 2) never ever go into a port-a-potty with bib style jeans. Even though it was a muddy mess, the Pieper's gives this year's event a thumbs-up.





*Up front  
with  
The President*

**NOVEMBER**

November is the month that we give thanks for our blessings and the harvest. I hope each of you has had things to be thankful for this year in spite of the challenges life presents to us from time to time.

Hats off to our newest field reporter, **Sandra Green**, and her excellent report on the Leb kicker Tour. Not only did Barbara and I have fun riding in the Green's woodie, but it was just as much fun reading about it. Nice story Sandra, thank you. Hats off to **Bill Simons** and his class on carburetors at the membership meeting. Great program, and we all learned a lot.

The treasury is the fullest that it has ever been (read surplus) according to our treasurer for life, **Hank Amster** – so, the Board of Directors voted a dues holiday for those members who contributed in increasing the treasury. Also, NVRG is donating \$100 to the Early Ford V8 Foundation.

We have volunteers for the 2<sup>nd</sup> annual Fairfax Heritage Antique Car Show : **Okeson, Lombard, Amster, Shaw, Dubois** and I. Tom Shaw and Don Lombard will Co-Chair. Thank you for coming forward – this is our big fund raiser!

Remember to sign up early for the Christmas Party December 5<sup>th</sup> – we are limited to 50 people. The tour this month will be a visit to an interesting garage(s) of Jim Cross, AACA member in Leesburg.

Well, Hershey was interesting I must say! It should have been a boat show not a car show. One day I was standing next to **Buzz Potter** in the pouring rain and he observed, as only he can, that “it always rains at Hershey.” If that’s true, why don’t they change the date or put a roof over the place! I guess some things are too big to mess with. Fortunately, I didn’t need the extra blankets, but the tent needed more than Eric’s waterproofing. Not to worry, he found a large piece of plastic in the truck and we wrapped the tent in plastic and we were dry.

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

**DAVE**



## WHOLESALE CATALOG

EDITOR

Everyone is familiar with the "GREEN BOOK", but how about the "RED BOOK"?

The old standby GREEN BOOK - *Chassis Parts and Accessories catalogue, passenger cars 1928 thru 1948, Form 3633* is still available new from MAC'S for \$120 (\$90 in 1996) and \$85 for beat up used ones. At one time not very long ago, you could order one from the Ford dealer for \$35! All serious restorers of the Ford V8 should



have this reference book, with the caveat that the parts listed are replacement parts, not necessarily the correct one for your Ford. E.g.: the fuel pump will be the 11A 9350 good from 1932 - 1946 it says, which all members know is incorrect!

How many restorers know about the "RED BOOK" - *Ford and Mercury Parts and Approved Accessories, Wholesale Catalog, 1938 through 1946 cars and trucks, January 1946, form 3336-C*? I bought a well used book at Hershey for \$20. Inside the front cover is a description of what this book is all about. It was issued in response to numerous requests from independent repairmen, Service Station operators and Fleet owners. "The Ford Motor Company and their Authorized Ford dealers feel they have a definite responsibility in keeping Ford cars and trucks operating safely and economically - therefore, the Ford parts supplied by Authorized Ford dealers are *Made Right, Fit right and Last longer*". In other words Ford wanted all the mechanics to use their parts and issued this catalog for them to refer to. "Your Ford dealer is able and anxious to serve you". It goes on to say "Genuine Ford parts fit - they save your time and your mechanic's

time. Jobs get done quicker and you customers are pleased and come back." We restorers know this too - gennie parts are the way to go, not only for authenticity, but for the reasons stated.

How do the two books differ? Both books are the same size, 11 x 8. The GB (Green) has six pages I - VI for introduction, where as the RB (Red) has the same six plus twelve more. The additional pages describe how good the various Ford parts are, e.g.: FAN BELTS - "Rigorously tested under conditions simulating 72 miles per hour for over 4 days - a test which tears ordinary belts to shreds." It discusses exchange items, repair kits, and here is an interesting point - approved accessories. Ford wanted to sell accessories for independents to install, so that water heater could have been mounted practically anywhere - so much for those unrestored originals that set the "bench mark" for installation location! Pages VIII - XI give quick reference part numbers for frequently used parts like, condensers, rings, hoses, etc.

The GB is a lot fatter with 802 pages vs. 549 for the RB - this is because it lacks parts for the earlier years 1928 - 1937 and 1947 -48, plus the type is smaller. Also it lacks charts such as Cylinder block replacement and cylinder heads, etc, but on the other hand some charts in the RB are more condensed and easier to read. Strangely enough, the miscellaneous kits are not found in the RB.

All the exploded parts illustrations are contained in the RB, as far as I could determine. One addition to the RB is a pictorial display of the various fasteners along with the part numbers. It is interesting to compare the Alphabetical index - The GB starts out in the "A" column with Absorber (front shock) where in the RB it is listed under Shock absorber, as does the GB also. So it appears that the GB index is more comprehensive (more pages).

If you own a V8 in the years covered by the "Red Book", look for it in the flea market - it will be a substitute for the more expensive "Green Book". I do not know if the RB is published in later editions.



## **HERSHEY**

EDITOR

The quartet of Burns, Selley, Amster and the Editor departed Tuesday for southern Pa. on the annual adventure of camping and old cars and old friends. Since Selley took vacation for the week, and we talked Burns into taking another day off (not hard to do), we decided to go a day earlier than usual, for the first time in history. Our history goes back a long ways – 26 seasons in that tent! A little background is in order here, since people stare at us strangely when asking where we stay. Back when, it was more important to spend the budgeted funds on car parts rather than a motel room, plus the added convenience of being almost on the grounds (literally) of the biggest old car event on earth. We did break the string one time when Amster bought a “camper” (motor home) – he has even threatened to stay where there is a shower, mumbling about advancing age.



*Selley, Amster, Burns and Green at the site*

I drove Dave Blum’s ’47 Mercury up for the car corral and it ran like a charm. This vehicle proved to be a headquarters for our group during the meet as it was strategically located.

In past years, Wednesday has been slow on the field for vendors to set up. However, because of the forecast for later in the week, vendors were up and selling on Tuesday afternoon. Our group reported good hunting, even as we “rushed” around. An explanation is in order – realizing that the weather forecast was ominous for Thursday, we tried to span the markets, however, and you keep bumping into members and friends and reminiscing are in order, right?

Dave (Pres.) Westrate and Eric Sumner pulled in Wednesday and erected their accommodations under our tree and we placed our pickup trucks to protect our sleeping bodies from being steamrolled in the tent by maneuvering motor homes which arrive in all hours of the night. Earplugs block out the threats! Blum, Simons and Dubois visited our site every night at cocktail hour. Chips and dip, peanuts and adult refreshments livened up our evenings of show and tell. Of course this was the prelude to our nightly excursions

to the famous “Penn Hotel”. There, at our standing reserved table, we would meet Bill Fox and his son Billy – plus select guests of the members. Our group would imbibe in the riches of Hershey (not chocolate), but steak, roast beef, pork chops, etc, quafed down with pitchers of beer. These gatherings are the highlight of the week. Steve Dawkins and John Ryan visited us there.



*Hank Dubois, Bill Simons, John Ryan and Bill Fox at Hotel Penn*

Now, as everyone by now knows, it started to rain Wednesday night – and all day, off and on, Thursday and Friday and finally cleared somewhat on Saturday. It was almost impossible to maneuver in the fields. During the rain, the vendors with the tents did the most business – especially the literature people with whom I contributed to their welfare. One tent of literature literally had a river flowing through the place – but undaunted, old car buffs ignored the elements to seek that elusive piece of memorabilia.



*Hank Amster and Bill Selley at Mud City*

This is when the Blum Mercury convertible became convenient – a refuge from the rain. However, old convertibles are not the driest, especially when the cowl vent leaks, but it was wonderful to rest the bones. Interesting enough, it never rained during our cocktail hour.





*Cliff Green and Dave Blum after successful sale!*

As reported in the last issue, John Wenchel donated a '47 truck fender to the club to sell for what ever we could get. The plan was to set it on Tommy Arrington's space - but he was not there. Also, with the mud, no one wanted to slide around with the thing. So, we decided to put it in the back of Westrate's truck and bring it back home. As Ken Burns and I were walking back to the site for the last time, he saw a pair of truck doors by a motor home. I spoke to the guy and asked what they were for. "'46-47 Ford", he says. How about a fender for \$25 - he came the ten yards to inspect it in Dave's truck and bought it!

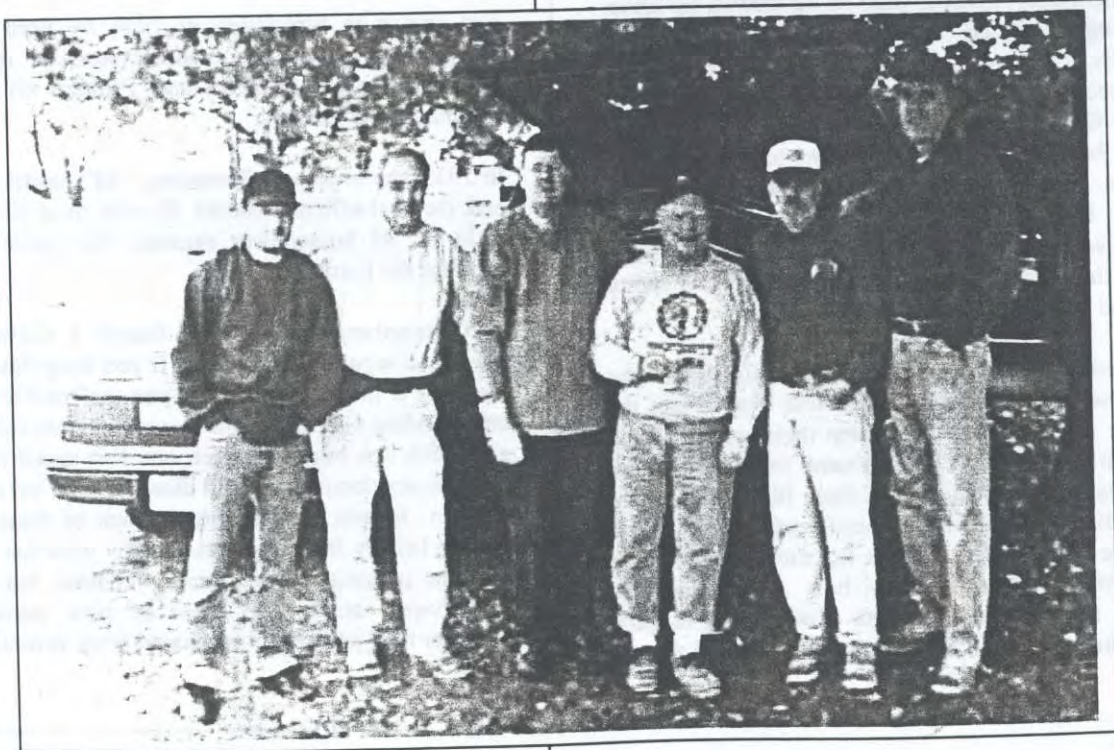
We were due - the weather had been beautiful for to many years. If you prepare for the worst, you can survive. Our group would do it again under the same conditions - right?



*Bill and Louise Vencent wouldn't miss Herhsey!*



*Hank Amster, Ken Burns, Steve Dawkins & Dave Blum at Hotel*



*Eric Sumner, K. Burns, Pres. Westrate, H. Amster, Wm. Selley, Editor*



## **HERSHEY IMPRESSIONS**

*Jason Javaras*

Well, that's another Hershey under our collective belts. For those of us who remember the downpours that have plagued our favorite swap meet in the past, it was enough to bring tears to our eyes when the skies opened on our treks through the Chocolate field again this year – or was that just rain on our cheeks? Anyway, some of us were fortunate enough to enjoy at least one day of dry weather on Wednesday, before the cloudburst on Thursday dampened our party. At one point on Thursday, I expected to see vendors being swept away on the paved swap area adjacent to the car corral. The water was rushing towards a culvert at the bottom end of that area like a flash flood, ignoring people, parts, and cars.

Every year at Hershey that seem to be certain observations worth mentioning. In abundance this year were lots of Ford sheetmetal for sale, and absence of several Ford part vendors that I usually visit, a vendor who was celebrating his 40th consecutive year at Hershey, lot of new food vendors this year, a Schwinn bicycle in the rain with an \$8,000 price tag, a gorgeous '34 roadster pickup of \$48,500, and a whole lot of folks who went out of their way to be nice despite trying circumstances. The mud in the White field could not have been worse, but it didn't stop the most determined car folks in their search for parts. Lots of NVRG members were seen enjoying the weather.

On show day a whole lot of people agonized whether to even take their precious cars to the show field. It was raining hard at dawn, and after two days of wet weather, there was a lot of mud between the trailers and the show field thanks to the excellent trailer parking accommodations. Lots of mud to be thrown up under painstakingly shined fenders and on glistening whitewalls. Later on, however, the rain abated, and one by one people unloaded their "babies" and drove onto the show field. The field was missing quite a few cars, do doubt because of the bad weather, but the crowd of spectators was as enthusiastic as ever. I wonder, however, if it wouldn't be better to start over at Hershey, with all the blacktop areas set aside for show cars and their trailers, and then worry about the motor homes and VIP parking. But what do I know.

Just one comment on AACA show cars. Car folks who don't show their cars tend to puff and blow about the pains that show folks take to keep their cars like new rather than driving them. Those same folks are the first ones to enjoy the spectacle of a show like Hershey that has on a display some of the finest examples of antique cars in the world. If it weren't for showing cars what kind of show would Hershey be? These cars are preserved for the enjoyment and education of old and young alike. One man came up to me and said that he

always looked forward to a visit with Dee and I at Hershey, and enjoying once again our little black coupe. It's not just the trophies, and it's not just judging standards, it's enjoying and interacting with people who share a love of old cars. The AACA encourages both the preservation of antique cars and enjoying them on the road through an active touring program every year. They provide a strong umbrella under which marque clubs such as the EFV8 can thrive. It the old car hobby is to survive we need to work together with the AACA and not waste energy comparing their judging standards to the stricter, more rigid standards of clubs such as the EFV8 Club of America. Enough soap boxing, already.

You know and I know that despite all the mud, hassles with parking and hotels, we will all look forward to Hershey again next year. Happy V8ing.

*I believe that Jasons "soap box" comments are directed at the article that I wrote in the VC that was picked up in the "V8 TIMES" – Editor*

## **CARBURETOR COLLABORATING WITH BILL SIMONS**

*By Mr. Torque*

Carburetors for V-8 Fords began with the Detroit Lubricator for 1932 and 1933. Bill Simons began his presentation at the October with a discussion of the Stromberg- Carburetor starting in 1934 and its evolution through 1938 when Ford changed to the Chandler – Groves models from 1938 through 1948.

The switch to Stromberg in 1934 by Ford followed many other automobile manufacturers in the 1930s. Chrysler, Dodge, Franklin and Packard all used the Stromberg Carburetors.

In 1935, the improved Stromberg "48" model was used and the fuel-efficient model 97 was used for 1936 to 1938 for 85 horsepower engines. The model 81 was used for the Ford 60.

The Stromberg Dual (Two Barrel ) Carburetor is actually 6 separate carburetors. If you keep this in mind, it makes it much easier when you are trouble-shooting or rebuilding one. There are two carburetors side by side each with one high-speed jet, one low speed idling jet, and one accelerating jet. Bill disassembled the model 48 using a special tool to remove each of these jets. Its hard to believe that these jets actually wear out from the gasoline pouring through them over time, but they do. Such wear can be the cause of poor performance, however new jets can be purchased from several parts



(continued from page 6)

houses. Jets should be cleaned by soaking in a cleaning solution and with compressed air. Never use a wire or similar object to clean a jet opening.

The other parts subject to wear are the accelerator pump which should be replaced when overhauling your Stromberg and the fuel inlet needle valve which allows fuel to flow from the fuel pump into the float bowl.

This valve is often the cause of carburetor flooding, as experienced by Bill during the Lebkicker Tour in September. Most of these carburetors are 60 plus years old and many are in need of a complete overhaul..

In summary, the care and maintenance of your carburetor is critical to the smooth operation of you V8.

### **FALL CARLISLE**

*Steve and Jane Dawkins*



Carlisle this year marked the 25th anniversary of the first small swap Meet organized there in 1973. Officials told me they expected to top last year's attendance record of 107,000. From walking around on Friday, October 2, I sure noticed the crowds. All in all a good show, and a great introduction to Hershey, the "big one" as Dick Lebkicker called it.

A number of nice flat heads were on sale -

**Ford:** 1936 Phaeton, four-door convertible, 1998 1st place AACA winner; maroon, tan top, gorgeous; \$39,000. 1940 convertible, dark green, excellent \$37,500. 1946 coupe, new tan paint from a spray can, orange striping on the chrome; a rolling mistake \$12,500 obo. 1948 convertible, Columbia rear, nice tan leather interior; clean \$30,000. 1951 convertible; green, overdrive, very nice \$29,900.

**Mercury:** 1941 convertible, good black paint, but with a 59AB engine, chromed top irons and steering column; had been too long in California \$36,500. 1950 coupe, three carbs, Offy heads, maroon, clean; makes you wonder how it was driven \$23,000. 1951 2-door, green, Arizona car, 61k, pricey; \$25,000. 1951 coupe, blue \$16,900 obo.

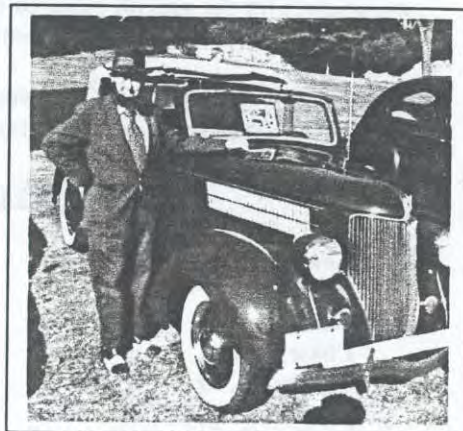
**Lincoln:** 1948 Lincoln Continental convertible, blue, 54k, Hershey Senior 1988, w/ww, very nice, \$29,500. 1948 Lincoln Continental convertible, blue but may not be correct color, clean \$27,500.

My impression is that prices were high. I do not know how much the inevitable haggling reduced these listed prices, but all of us may wish to revise the values we listed with our insurance companies.

### **ROCKVILLE**

*Editor*

*Buzzy -all decked out in his '36 attire! I walked right by without recognizing him! It was a fine day to wear a beard!*



NVRG members **Green, Blum, Selley and Amster** ate at the Silver Diner, Fair Oaks, and caravanned into Maryland. We were met there by the **Blum's, Dawkin's, Burns's** and the **Girman's**.



*Green, Helen & Ken Burns, H. Amster, Wm. Selley*  
The turnout of cars were high because of the fine weather. Rockville, which is non-judged, is the last show of the year for most V8er's.

### **NVRG MEMBER BUYS OLD OLDS!!**

Bill Fox, without consulting his wife, Jo Anne, bought a 1954 Oldsmobile 98 Holiday coupe with 31,000 miles. "I lost my head" he reported to other members at the Penn Hotel. A '54 Olds was his first new car, and this car at the Hershey Car Corral was love at first sight. He didn't even drive it first!

Bill reported that the drive down from Long Island was uneventful and comfortable.



# ITS DUES TIME

## 28 NVRG'ers TO GET FREE RIDE!

It's that time of the year again, time for our annual dues of \$15 to be collected for the year 1999. The good news for twenty eight of our members is that the Board of Directors has decided to show the club's gratitude to those loyal members who brought their old flatheads and supported our highly successful 1998 fund raisers, the Fairfax car show and/or the Willowcroft Winery event. The Board voted to abate next year's dues for those members to show their appreciation for the support received in view of the financial success those of those events, and as a way to recycle some of the club's resources to its membership.

If your name is included in the following list, your dues is automatically paid for next year. If it doesn't appear, please fill out the attached membership form and mail with your check for \$15 made out to **Northern Virginia Regional Group** to our treasurer at :

**HANK AMSTER, 8543 Foal Court, Gainesville, Va, 20155.**

Amster, Hank  
Blum, Dave  
Burns, Ken  
Chase, Paul  
Cummings, Leo  
Dawkins, Steve  
DuBois, Hank  
Fox, Bill  
Green, Cliff

Javaras, Jason  
Judy, Roy  
Kearney, Mike  
Lombard, Don  
Mascali, Ed  
McDaniel, Jim  
Morrison, Charley  
Nelms, Carl  
Okeson, Lars

Potter, Buzz  
Ross, S.L.  
Selly, Willia  
Shaw, Tom  
Simons, Bill  
Vincent, Bill  
Wells, Jim  
Westrate, Dave  
Wild, Bob  
Williams, Gil

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

YOU MUST BE A MEMBER OF THE NATIONAL TO JOIN A RG!

**MEMBERSHIP MEETING : TUESDAY NOVEMBER 10TH**

- ◆ **Program:** Slide show of Hershey, seen through the camera of Bill Selley
- ◆ **Refreshments:** Jason Javaras



## **NVRG FALL GARAGE TOUR**

**NOVEMBER 28<sup>TH</sup> – 10 AM**

**Jim Cross Farm, 39246 Lime Kiln Road, Leesburg**

Mr. Jim Cross, a neighbor of Tom Shaw, has agreed to conduct a tour of his three garages on Saturday, November 28, 1998, at 10:00 AM. Jim is a member of the George Washington Chapter Model A Club and the Bull Run Regional Club. He has numerous antique cars, machine shop tools and an old-time working sawmill.

The cars you will be shown are all in show condition and they are: 1922 Model T, 1929 Ford Roadster pickup truck, 1906 Buick, 1909 Buick, 1920 Buick, 1924 Buick, 1931 Pontiac, 1952 MG, 1963 Buick, and 1969 Corvette. Jim makes a lot of his own replacement parts and will show us his vintage milling machine, drill press, metal lathe and sheet metal roller. If time permits we will also be given a demonstration of his sawmill.

Board members indicated that they would meet at **Bob Evans Restaurant** on Route 50 near the intersection of Route 28 in Chantilly at **8:30 AM** for breakfast. After breakfast everyone will caravan west on Route 50 to Gilberts Corner, turn right on Route 15, travel North about 5 miles and turn left on Lime Kiln Road. Tom Shaw will meet the group there and lead the caravan the remaining 2 miles distance to Jim Cross' farm. (JEBBRA Farm)

NVRG members who plan to attend the garage tour may sign up at the next meeting on November 10, 1998. You may also call either Hank Dubois at 476-6919 or Tom Shaw at 771-9374.

## **GALA HOLIDAY CHRISTMAS PARTY**

**SATURDAY, DECEMBER 5<sup>TH</sup>**

**Cocktails beginning at 7:00, Dinner at 8:00**

**Country Club of Fairfax, 5110 Ox Road, Fairfax**

**\$25 per person – attendance limited to 50 reservations**

### For your dinning pleasure

Sliced Tenderloin of Beef

Chef's Special Chicken

Dessert: Chocolate Cream Pie of Sherbet

**RSVP by December 1<sup>st</sup> to Hank Amster 753-9575**

Each person desiring a gift is asked to bring a wrapped auto related present for our traditional NVRG gift exchange.





**BOARD OF DIRECTORS  
NORTHERN VIRGINIA REGIONAL GROUP**

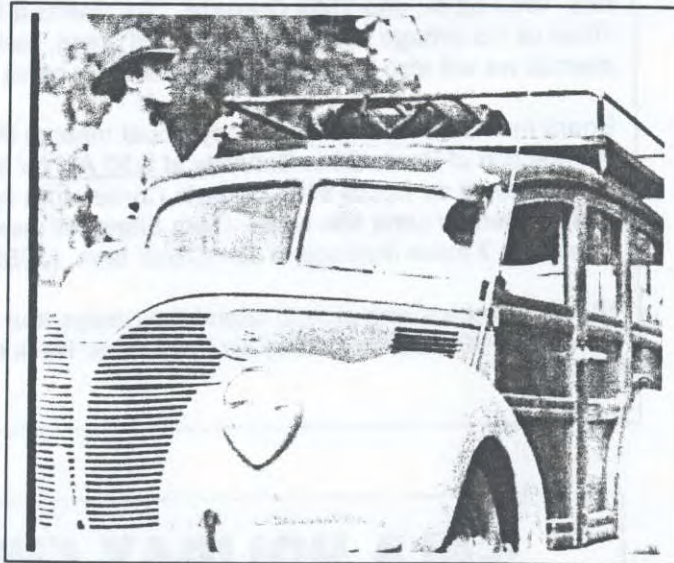


**President: Dave Westrate.....620-9597**

Vice President: **David Blum** 281-1654  
 Secretary: **Tom Shaw** 771-9374  
 Treasurer: **Hank Amster** 753-9575  
 Membership: **Mike Bellafaire** 540-659-9730  
 Tours: **Hank Dubois** 476-6919

Programs: **Bill Simons** 536-3648  
 Property: **Bill Selley** 273-5334  
 Historian: **Don Lombard** 690-7971  
 Refreshments: **Mike Bellafaire** 540-659-9730  
 Newsletter: **Cliff Green** 426-2662

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in the 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**