



Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XXII, No. 3

March 1999

Cliff Green, Editor

Engine's in the works!

By: Jim McDaniel

OK, here's an update to my sheriff's cruiser engine saga. You may remember my engine went south while coming home from our last Club tour before Christmas. At the January Club meeting I discussed the situation with a few of the Club members. I got several offers for help and some recommendations on sources for rebuilding my engine.

The strongest recommendation I received, seconded by several Club members, was Clint Bivens in North Carolina. Several folks have used Clint before, and all references to his flathead engine work was very positive. Lars Okeson was having an engine done by Clint, and Lars offered to take my engine down to NC in his trailer the next time he went down, which was to be about two weeks from then. My task then became to get my engine out and prepared in time to take up Lars on his offer.

The next day I got an e-mail message from Cliff Green, who'd found a for-sale ad in a Delaware V8 Ford Club newsletter from a guy in Pennsylvania who had a complete '51 Flathead engine for sale. I called him and he said to the best of his knowledge the engine was good, and he'd guarantee it to be a solid block. It did need a complete rebuild, but it came with most of the parts, including intake manifold, carburetor, starter, a 45-amp generator, clutch, flywheel, one of the two exhaust manifolds, and all the "innards." Didn't sound too bad at \$200 for all, so I decided to take this engine and not crash on removing my engine over the weekend.

Actually, because of some clues I've gotten from some, there was reason to believe my block might be cracked anyway. Still not sure about that yet, though. Time will tell.

Anyway, I rented a really beat up, 6'X8' U-Haul open trailer for \$10/day and drove up to a small town west of Philadelphia to pick up the engine. While Washington weather was beautiful, I didn't even think to check on the weather in Pennsylvania. Big mistake.

Can you say "ICE!?"

This guy lives out in the country, and he had at least three inches of CLEAR ICE covering everything! It was difficult telling the difference between the lawn and his driveway. AND, his barn in the back, where he had the engine, was about 50 feet beside and behind the house, and a good 20 feet lower than the house! When I started walking down to the barn, I SLID the last 30 feet to the barn. Absolutely no traction on the ice!

What a chore! I'll cut to the chase, but just believe me when I say that after about three hours and a LOT of sand on the ice, I was able to get my 4X4 Ford Explorer with trailer backed down to his barn, and the engine loaded. After a re-sanding of the slope up to the road, I made a full-throttle dash out of his barn up the hill.

I made it! In the two attached photos of the engine in the trailer, the first one shows the Explore and trailer in the "starting block," just before I exploded out of the barn. In the

second photo, I'm up the hill on the level but icy driveway. If the photo reproduces clearly enough, you can get a good idea of what the ice was like.

I got the engine back home and to Lars the next weekend. Lars then took it down down to Clint's in NC, and Clint is now in the process of building me a new engine.

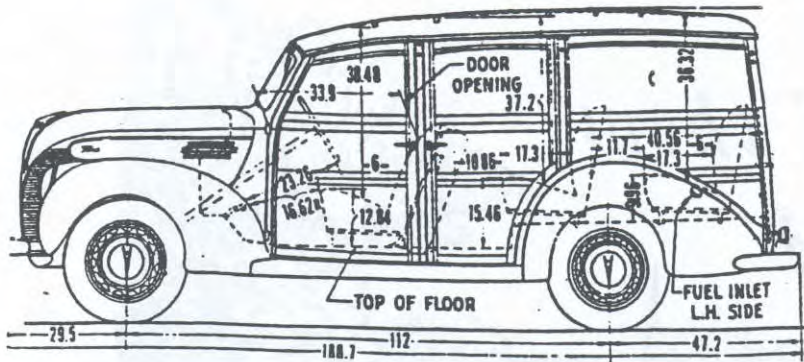
I've gotten a number of responses to my e-mail message that was re-printed in the earlier Valve Clatter. I've had several offers for help, for the use of trailers, and for advise in fixing the engine. Several of the Club members have volunteered to help me remove the old engine and install the new one when I get it. Cliff Green even suggested having a Saturday engine-swap party at my house after I get my new engine back.



You guys are GREAT!

While shopping last month at the Price Club (Cosco), I just happened across a sale on hydraulic engine hoists for \$200. They looked pretty solid (they were sure heavy enough), and I believe it's exactly like the one Lars has when we loaded my engine to his trailer at his house. Anyway, I'm now the proud owner of a brand-new bright red engine hoist. I'm sure I could have borrowed one from a Club member, but I kind of wanted one anyway. I'm happy to let any Club members use it who have a need.

Anyway, enough for now. I'll provide another update on my continuing saga in next month's Clatter. Should have my engine by then. Stay tuned.



UP FRONT With the President



On Saturday, February 21, I attended a planning meeting for the 1999 Fairfax Car Show which will be on Saturday, May 15, 1999. Tom Shaw and Don Lombard attended, as well as representatives of the Fairfax Downtown Business Coalition and the City of Fairfax. As we had hoped, the second time around seems easier and the details are beginning to take shape. Don has already completed the vehicle registration form and had them printed. Tom is putting a lot of effort into this again, and we should thank them both. Please plan to show your cars and lend a helping hand when the time comes.

I am suffering from a little restoration frustration, as I am working on the cowl for the '39. I never gave it much thought, I guess, but this has taken a lot of time. My master plan called for spending the winter finishing the wood. Instead, Eric and I spent all of our car time out in the cold welding new metal into the cowl. I must admit that Eric does all of the work, and I run around trying to be helpful. We

cut out and replaced about 20 pieces of rusted metal, and it came out very well.

This past week I had the cowl sandblasted and, after some final finishing touches this weekend, I will have it primed on Monday. Now I can start on the wood because the cowl will have its permanent fit to the frame and floorboards, and it will all reference properly. We also hope to finish building the engine by the end of the month as well.

Von Hardesty provided us with a most interesting presentation at the last club meeting with his film strips and phonograph recordings of Nash sales propaganda. What an interesting flashback in time it was not only to see the car stuff, but also the presentation technology of the day. Computerization of presentations today are quite a contrast. I am still trying to figure out what Nash meant by "exclusive two way steering." I thought everyone had left and right hand turning capability!

Well, have a good month and remember if we each do a little together we can accomplish a lot.

Dave

Why are so many of them Fords?



You go to town on Saturday afternoon and park your car at the curb. Probably the cars on either side are Fords. And you see others as you walk down the street. Why are so many of them Fords?

It is because the Ford has always been a good car for the country. And when you and your friends drive in to market, naturally Fords are much in evidence.

The 1936 Ford V-8 is a country car, just like its Ford ancestors. It is a car that is built to give the

farmer dependable service. A car that goes when you want it to go and where you want it to go—power to pull through the mud and ruts of the back roads and speed for the long trips on the highway.

The 1936 Ford V-8 is a modern car built for modern farm needs. Built for safety—it has an all-steel body, mechanical brakes that are safe and reliable under all conditions, and Safety Glass

springs with plenty of leg room and elbow room.

Its V-8 engine has been proved for reliability and economy by daily use in the hands of nearly three million Ford V-8 owners.

Henry Ford has constantly improved the Ford car, just as a good farmer improves his farm year after year. The 1936 Ford V-8 is the finest and most economical Ford car ever built.

NEW FORD V-8

NEW LOW MONTHLY TERMS—\$25-A-MONTH TIME PAYMENTS AND A NEW UCC 6% FINANCE PLAN. SEE THE NEAREST FORD DEALER FOR COMPLETE DETAILS. ALSO A SPECIAL FARMER CREDIT SERVICE.

Successful Farming, March, 1936



UPCOMING EVENTS

March 29- Frederick 29th Indoor Swap Meet. Meet at Fair Oaks Holiday Inn at 8:30 am, we will take a van to Frederick. Call John Girman at 242-1459 or Dave Blum at 281-1654.

April 3- Smithsonian Air & Space Museum Warehouse at Silver Hill. Meet at Fair Oaks Holiday Inn at 8:30 am. We will take a van to Silver Hill. Also, meeting at Howard Johnson's at Rt 1 and Beltway in Alexandria and caravan to Silver Hill or use van. Call John Girman at 242-1459 or David Blum at 281-1654.

May 8- Winchester- 41st Apple Blossom Antique Car Show. Meet at Fair Oaks Holiday Inn at 8:00 am and caravan to Winchester.

May 15- Fairfax Heritage Antique Car Show sponsored by NVRG. Location will be at the Massey Building Complex.

June 2- Reading, PA- 1999 Eastern National Meet. Caravan to reading- Call Bill Simons 536-3648.

BOB WILD AT SCOTTSDALE AUCTION

If you like old cars the Kruse and Barrett Jackson January Auctions in Scottsdale are great entertainment even if you are not bidding. Many rare and one of a kind cars are displayed and/or auctioned, Henry Ford's wife Clara's 1942 Lincoln Town car and Frank Sinatra's 56 T-bird for example. The auctioneers' chant is fast, but you can get the drift. He described a beautiful 36 Ford Coupe as the "best running Ford ever made". Prices seemed reasonable, but you have to add a 5 percent buyers' fee and about a 7 percent sales tax. A highlight of the Kruse Auction was the introduction of Mr. Dennis Hastert, the new Speaker of the House of Representatives. Mr. Hastert said he was told he couldn't leave Washington for the Scottsdale Auction, he was to be the Speaker. He said if he had to choose between being Speaker or going to Scottsdale, he would go to the Antique car auction.

NVRG TOUR OF THE SMITHSONIAN AIR & SPACE MUSEUM'S RESTORATION FACILITY: THE GARBER FACILITY

Saturday, April 3rd

NVRG will meet at the Howard Johnson's located at the Rt. 1 Beltway exit at 9:00 am and then the caravan to the Garber Facility. At 10:00 am, you will be given a special guided tour that includes the Restoration Facility and the Roadable Aircraft (cars that can fly or aircraft that can be driven on roads) as well as a general tour. Don't miss this tour- This is a unique opportunity made possible by NVRG's own Von Hardesty! For further information contact Dave Blum at 281-1654, or John Girman at 242-1459.

The Nash Sales Campaigns for 1940-1942

Von Hardesty made use of an old Nash Salesman's Kit (a cardboard case filled with filmstrips and LP records) to revisit the American auto market on the eve of World War II. Von owns a 1940 Nash, along with his 1940 Ford and 1937 Buick. He purchased the vintage sales kit from a man in South Dakota. The evening was not without some confusion with the mix of old and new technology to recover the images and narration of the sales program. The LP records had been copied onto cassette tapes for easy listening and an old microfilm projector was found – not without some difficulty. Still, some interesting insights into the pre-war auto market came through.

Nash endeavored in 1940 to make dramatic inroads into the auto market, targeting Buick. That year Nash possessed a beautiful streamlined car, designed by George W. Walker who would later head the design team responsible for the 1949 Ford. The results for Nash, however, were less than satisfactory, forcing Nash to retool again for 1941 and 1942. For these model years, Nash targeted the low end of the market, the "Big Three" – Ford, Chevrolet, and Plymouth. The new Nash "600" series replaced the old Lafayette series. Again, the Nash sales initiative proved to be less than successful, although this design shift would be a permanent one for Nash throughout the remainder of its corporate existence.

Nash offered excellent cars in 1940 – 1942. There were some real innovations such as the unitized body and the "Weather Eye" heater. But these specific technological edges did not necessarily translate into changes in the market share. Similar efforts at aggressive marketing by the other "Independents" – Hudson, Studebaker, and Packard – followed the same melancholy script. Ford itself faced economic challenges in 1940, but the larger network of Ford dealerships allowed Ford to weather the economic doldrums of the Depression years with greater success.

Looking at the old filmstrips and listening to narrator explain the advantages of Nash (real and imagined), one could visualize himself being in a Nash dealer's showroom in pre-war America. Von also brought along some examples of Nash promotional literature for 1940, the sort of reading the potential buyer would take home after viewing the microfilm presentation.

The old and now nearly forgotten Nash Salesman's Kit provided an avenue to revisit the highly competitive American auto market on the eve of Pearl Harbor. The Nash narrator at one point warned his audience that "rationing was just around the corner," a reminder that America would soon enter World War II. Buying a new Nash or Ford in 1940 or 1941 would be a wise move because all American auto production for the domestic market would end in 1942.

1999 Northern Virginia Regional Group As of 1/31/99										
LAST NAME	FIRST & WIFE	ADDRESS	CITY	STATE	ZIP	PHONE	CAR 1	CAR 2	CAR 3	
Alexander	Alan, Beverly	8311 West Blvd. Dr	Alexandria	Va	22308	703-360-6488				
Amster	Hank, Bea	8543 Foal Court	Gainsville	Va	20155	703-753-9575	1941 Convert			
Arrington	Nick, Kathy	P.O. Box 738	Gainsville	Va	20155	703-754-2827	1941 Pickup	1935 Roadster	1940 Convert	
Blum	Dave, Norma	9495 Coral Crest Lane	Vienna	VA	22182	703-281-1654	1953 Linc Capri Conv	1938 Conv Sed	1946 Spr Dix Convert	
Boardman	Brian, Kelli	9023 Chestnut Ridge Rd	Fairfax Station	Va	22039-3015	703-643-2661	1948 Merc Coupe			
Bowers	Jack, Millie	59 Rutherford Circle	Sterling	Va	22065	703-450-5673	1941 Tudor Del	1941 Super Dix SMW		
Burns	Ken, Helen	10409 Stailworth Court	Fairfax	Va	22032	703-978-5939	1941 Super Dix SMW	1941 S.D. Sedan		
Chase	Paul, Elias	9016 Fox Lair Dr.	Burke	Va	22015	703-978-5669	1952 Victoria			
Clark	Bob, Betty	4763 Tapestry Drive	Fairfax	Va	22032	703-323-5217	1936 Tudor			
Cummings	Leo	7922 Hillstream Court	Springfield	Va	22153	703-866-9707	1950 Mercury Mont.			
Darby	Bill, Nancy	11340 Gunston Road Way	Lorton	Va	22079	703-339-5299	1949 Convert	40 Merc 4Dr Cvt		
Dawkins	Stephen, Jane	624a Fleming St	Key West	Fl	33040-6826	703-313-8652	1947 Mercury Sedan			
Dubois	Hank, Cynthia	3627 West Ox Road	Fairfax	Va	22033	703-476-6919	1935 3w Coupe			
Farkas	Michael	7294 Opal Rd	Warrenton	Va	20186-8674	703-347-2781	1932 5w Coupe			
Foltz	Tim	15117 Overlook Rd	Fredericksburg	Va	22407-1575					
Fox	Bill and Jo Ann	23020 Old Hundred Rd.	Dickerson	MD	20842	301-972-8319				
French	John, Yvonne	1881 Luce Creek Dr.	Annapolis	MD	21401	410-266-6964	1935 Tudor	1934 1Ton Panel		
Gall	Mike	Rd 1 Box 58	Osterburg	Pa	16667	814-276-3848	1936 3w Coupe	1946 2 Ton Coe	1953 Linc Conv	
Gibson	Stephen	9128 Fowler Lane	Lanham	Md	20706-2454	301-459-5302	1940 Del Coupe	1940 Sedan Del		
Girman	John & Patty	10407 Hunt Country Ln	Vienna	Va	22182	703-242-1459				
Green	Cliff & Sandra	6214 Milita Court	Fairfax Sta	Va	22039	703-426-2662	1940 Sta Wagon	1936 Phaeton		
Handy	Wayne, Joyce	6361 Lakeway Drive	Mechanicsville	VA	23111	804-746-1376	36 Tudor	36 4DrConvSedan		
Hardesly	Von	2374 N. Oakland St.	Arlington	VA	22207	703-276-7579				
Hardin	Cliff, Judy	10463 Dahlgren Rd.	King George	Va	22485	540-775-9524	1940 Sid Tudor	1941 S Dix Sta Wgn		
Hill	Jerry N. & Joyce	P.O. Box 7110, Rt. 768	Irvington	Va	22480	804-438-5450	1940 Merc Convert	1946 2 Dr Cpe		
Hinkle	John ,Dorothy	609 Brush Creek RD	Winchester	Va	22603-1614	540-888-4131	1950 Tudor			
Javaras	Jason, Dolores	6401 Harrison Rd	Fredericksburg	Va	22407	540-768-5819	1948 Del Coupe	1940 Sid Coupe		
Jones	David, Barbara	7680 Kinchloe Rd	Clifton	Va	22024	703-818-2723	1932 Pheaton			
Judy	Roy, Karen Lee	8489 Falling Leaf Rd	Springfield	Va	22153	703-455-4793	1933 Cabriolet			
Karr	Bob , Lucille	12212 Captain Court	Woodbridge	Va	22192	703-494-5632				
Kearney	Mike	2012 Wolftrap Oak Ct.	Vienna	Va	22182	703-821-3423	1937 1/2 Ton P/U			
Kranich	Robert	6129 Vista Drive	Falls Church	VA	22041	703-824-3669				
Lebkicker *	Myrtie	19285 Loudoun Orchard	Leesburg	VA	22075	703-771-1475	1937 Cabriolet			
Lee	Charlie, Katharin	6827 Gen. Longstreets Ln	Manassas	Va	20109-2218	703-255-0904	1936 Tudor			
Lombard	Don , Tina	9505 Oak Stream Court	Fairfax Sta	Va	22039	703-690-7971	1953 Tudor	1957 Convert	47 Super Dix Club Cpe	
Lumpkin	Tom , Beverly	13817 Mills Ave.	Silver Spring	Md	20905	301-384-7318	1936 Dix Roadster	1938 4dr Sedan	1941 Tudor Del.	

Mascali	Ed, Debbie	2015 Pimmit Dr	Falls Church	Va	22043	703-893-6429	1933 Ford 1/2 Ton Pu		
Mazzie	Bruce, Deborah	4904 Penny Royal Ct	Rockville	Md	20853	302-924-0347	1934 Roadster	1934 Phaeton	
McDaniel	Jim, Char	6904 Loudoun Lane	Springfield	Va	22152-3335	703-569-6699	1951 Tudor		
Mcinnich	Dick	215 Stoney Creek W.	Nellyford	Va	22958	804-361-2568	'36 Dix Touring Sedan		
Menke	Mary	8306 West Blvd DR.	Alexandria	Va	22308	703-780-0633			
Moore-Hall	Jeanette, Barry	103 Spring Knoll Circle	Fredericksburg	Va	22405	540-373-1229	1950 Custom Tudor		
Morrison	Charles, Dorothy	704 Plum Street Sw	Vienna	Va	22180	703-938-7194	1935 3w Coupe		
Mote	Michael, Alice	4307 Birch Pond Lane	Fairfax	Va	22033	703-222-0412	1934 5W. Coupe		
Myrick	Jerrel (Butch)	1322 Madison Ave.	Front Royal	Va	22630	540-635-7725	'46 Sedan Delivery		
Nelms	Carl	4248 Allison Cr.	Fairfax	Va	22030	703-385-8328			
Okeson	Lars, Cindy	1207 Bishops Way	Reston	Va	20194	703-404-0439	1942 Spr Dix Wgn	1952 F1 Pick-up	
Pieper	Steve	3047 Promenade Place	Oak Hill	Va	20171				
Painter	Victor	129 S. Fenwick St	Arlington	Va	22204	703-892-2441	1952 Panel		
Potter	Buzz, Virginia	10700 Lockland Rd	Potomac	Md	20854	301-299-9099	1936 Phaeton	1936 Trunk Sed, Std	1935 Phaeton
Ross	S.L., Lela	8358 Orange Court	Alexandria	Va	22309	703-360-3310	1936 Conv Sedan	1936 3w Coupe	
Ryan	John	108 Tapawingo Rd S.E.	Vienna	Va	22180	703-281-9686	1932 Tudor		
Schreier	Phillip	410 N. Granada St.	Arlington	Va	22203		1942 4Door Army Sedan		
Selley	William	4016 Burke Station Road	Fairfax	Va	22032	703-273-5334	1941 1 Ton Panel		
Shaw	Tom, Sarah	38756 Lime Kiln Road	Leesburg	Va	22175	703-771-9374	1951 Convert		
Simons	Bill, Liz	4526 N 41st Street	Arlington	Va	22207	703-536-3648	1934 Roadster	1934 Tudor	
Smith	Stephen	13490 Lake Shore Dr.	Herrdon	Va	20171	703-794-0559	1941Sedan Coupe		
Spero	Art	3459 Cornice Place	Woodbridge	Va	22192	703-491-6158	1940 Del Coupe		
Stewart	Robert, Joan	3107 Juniper Lane	Falls Church	Va	22044	703-534-4056	1946 Super Dix Tudor		
Summer	Eric, Nancy	1355 Oakshire Court	Herrdon	Va	20170	703-709-4164			
Sykes, Jr.	Beverly	Rt 4 Box 298	Berkeley Springs	W. Va	25411	304-258-1858			
Tindall	Bill, Sylvia	5217 Duntleigh Glen Lane	Burke	Va	22015	703-323-6151	1948 Convert	1948 Del Tudor	
Vincent	Bill, Louise	31 Beech Drive	Stafford	Va	22554-1210	540-752-0162	1940 Convert Dix	1935 Sedan Dix	1951 Sedan Custom
Weich	Gene, Jeanne	1773 Macedonia Church R	White Post	Va	22663	703-869-7475	1936 coupe, 1947 1/2 T	1941 Super D/L Ford	51 Cust. D/L4Dr. 53 Cre
Wells	Jim, Eva	8731 Lee Highway	Merrifield	Va	22116	703-560-2846	1935 Pheaton	1937 conv. Sedan	1934 Roadster
Wenchel	John, Helen	8211 Silverline Dr.	Fairfax Sta	Va	22039	703-256-3095	1946 Pickup		
Westrate	David, Barbara	11605 Helmont Dr	Oakton	Va	22124	703-620-9597	1939 Dix Station Wag	1939 Sid Sta Wagon	
Wheihan	Alan, Joan	4975 Winchester Blvd.	Frederick	MD	21703	301-831-8594	1947 Linc Cont Cab	1940 Linc Cont Cab	
Wild	Bob, Jane	104 Mosby Cir.	Warrenton	Va	20186	540-347-0725	1951 Convert	1949 F-1	1951 Sta Wag
Williams	Gilbert, Kathryn	8232 Robey Ave	Annandale	Va	22003	703-560-8829	1939 Commercial		

CALENDAR

March

- 9 **NVRG Monthly Meeting** Program: **Allan Whelihan** – Optima batteries and oil pumps
Refreshments: **Butch Myrick**
- TBA Tour Air & Space Museum at Silver Hill
- 27-28 Frederick – 29th annual indoor swap meet,
Frederick Fair grounds. NVRG car pool
- 30 **NVRG Board Meeting**

April

- 8-11 Charlotte Auto Fair, Charlotte Motor Speedway
- 13 **NVRG Monthly Meeting** Program: Wiper
motors. Refreshments: **Hank Dubois**
- 22-25 Spring Carlisle
- 27 **NVRG Board Meeting**
- TBA NVRG tour of Capital Building(tentative)

May

- 8 Winchester
- 11 **NVRG Monthly Meeting** Program: TBA
Refreshments: **Tom Shaw**
- 15 **City of Fairfax Heritage Antique
Car Show - NVRG Sponser**
- 25 **NVRG Board Meeting**
- TBA NVRG Willowcroft Winery Club fund raiser,
11:00- 4:00, Leesburg, Va
- 30 Marshall days, Marshall, Va.

June

- 2-5 **Eastern National V8 Meet**, Reading , Pa.
- 4-6 Carlisle All Ford National
- 8 **NVRG Monthly Meeting** Program:TBA
Refreshments: **Jim McDaniel**
- 20 Sully

July

- 10 All Ford Show, Frederic Motor Co, Rt 40
Frederick, Md
- 11 **Natl Cap Reg. V8 show - Brookville, Md**
- 13 **NVRG Annual picnic, Nottaway Park**
- 27 **NVRG Board Meeting**
- Jul 30-Aug 1 36th Annual Das Awkscht Fescht,
Memorial Park, Macungie, Pa.

August

- 7 Fredericksburg AACA Show
- 10 **NVRG Monthly Meeting** Slide show of the
Eastern and Western National meets.
Refreshments: **David Blum**
- 14 24rd Annual Tobacco Trail Antique & Classic
Car Show, Allen Pond Park, Bowie, Md.
- 21-22 Virginia Wine Festival
- 31 **NVRG Board Meeting**

September

- 12 Mt Airy - 29 th annual Sugarloaf Region
AACA meet
- 11-12 **Annual Lebkicker Tour** (Tentative dates)
Refreshments: **Tom Shaw**
- 12 **Out of the Past Review** Vern Parker's "Times
- 14 **NVRG Monthly Meeting** Program:TBA
Refreshments: **Steve Pieper**
- 19 Bull Run Region AACA, Manassas, Va
- 28 **NVRG Directors Meetingg**
- 30-Oct 2 Fall Carlisle

October

- 6-9 Hershey
- 12 **NVRG Monthly Meeting** Program: Hershey
review and slide show. Refreshments: **Von
Hardesty**
- 26 **NVRG Directors Meeting**
- TBA Fall Tour

Call Editor for additions or corrections to this list - check date for sure!

ELECTRIC FUEL PUMP ADVICE

By: The Owner of the World Famous Amstermobile

Jerry Windle of V8 TIMES sent me a note advising you were interested in hooking up an electric fuel pump to your car. It's a piece of cake! Buy a suitable one, either 6 or 12 volt depending on your car. Mount the pump in an unobstrusive place. Mine is on the backside of the rear fender inner panel, close to the gas tank outlet. Cut the gas line, and install a rubber gas line hose into and out of the electric pump. Join the rubber hoses back into the cut gas line, both for and aft of the pump.. (I also installed a gas filter on the line before it went into the electric pump just for good measure.) Then run an electric line from the electric pump up to the dashboard area, splice in an on/off toggle switch, which you mount underneath the dash, and then connect the line to the ignition switch terminal which is only hot when the ignition is on. When you want to use the electric fuel pump, put the ignition on, switch on the toggle, and hit the starter button after waiting a few seconds for the electric pump to send up the gas and stop gurgling. I only use my electric pump for real cold starts, and after the engine kicks on, I switch it off and let the mechanical pump operate the system. Let me know if you need any more help with this. Happy V8ing. Hank Amster



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

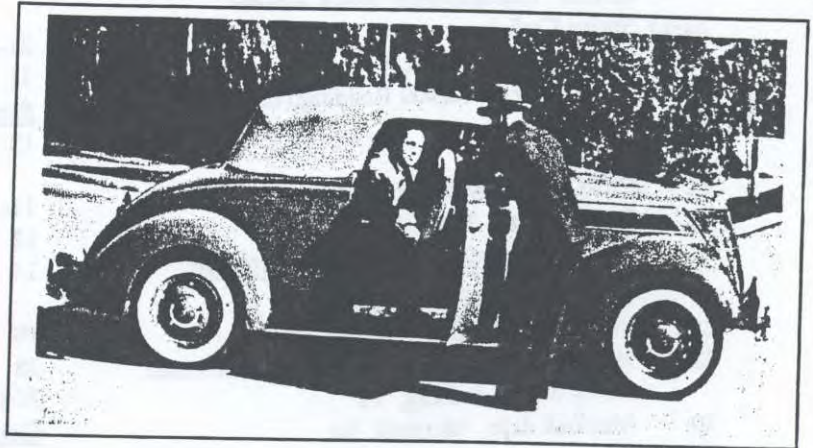


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Refreshments:		
Newsletter:	Cliff Green	426-2662

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**