



Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XXII, No. 4

April 1999

Cliff Green, Editor

BLUM/VAN TRANSPORTS NVRG V8'ERS TO FREDERICK *Bill Simons*



On a cold, gray, blustery Saturday at 8:30 AM, eight hearty club members met **Dave Blum**, with his Jerry's Ford van, at Fair Oaks for the annual Spring migration to the Frederick Parts Meet.

The van made good time up Rte. 270, and actually got to within 100 yards of the fairgrounds, when a thirsty member of the group convinced Dave to pull over for coffee. Worried that some unbelievable treasures were being sold even as the group waited for the coffee drinkers, we were all relieved to find that there were still a few bargains when we finally arrived!

As always, there were three or four buildings filled with vendors, as well as those in the

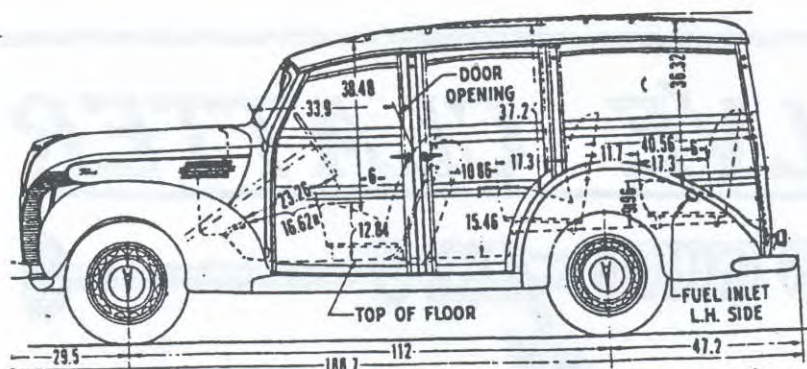
outside yard. (Why is it that the buildings always seem colder than the outside?) There were a lot of tool and supply vendors with their usual inventory from Taiwan. However, a supply of inexpensive touch-up brushes or electric alligator clips do come in handy.... There were also several license plate restorers/vendors with lots of 50's and 60's plates, but not much of a pre-war selection.

Several "deals" were found, however. **Hank Dubois** purchased a nice set of '35 headlights. Having spied them on Saturday, but not willing to fully commit, he played the old "I'll call you tomorrow" trick and, luckily, they were still available. **Jim McDaniel** bought a nice set of '51 NOS parking light lenses, and **Bill Simons** bought a "no number" '48 carburetor for one of his '34's.

Other club members seen roaming the grounds were **Bill & Louise Vincent**, **Tom Lumpkin**, and **Buzz Potter**.

The usual good time was had by all; no rain, reasonable temperature, and a safe ride home with Dave and Jerry. All returned to Fair Oaks about 1:30 PM. The '99 V-8 season has arrived. Start your engines!

Photo by Jim McDaniels - lt-rt: Sumner, Girman, El Presidente, Blum, Simons, Amster, Selley, Burns, Dubois



UP FRONT With the President

Happy Springtime! What a nice time of year this always is. A time for renewal and new starts.

Things are cranking up for the new season. Yesterday started with a meeting with Tom Shaw and the Fairfax Business Coalition on the May 15th car show. Our responsibilities are on schedule with a lot of work being done by Tom, Don Lombard and Hank Dubois -- who has reached 23 different car clubs to hustle up participation. Last year we had about 80 cars, and we hope to do better this year with cars and lookers. Please get this on your calendars. Let's roll out as many cars as possible, and please help with the chores. Not only is this event a prime source of income for the club, but it is a fun day.

Tom and I then went to Frederick, MD where we joined other club members at the first flea market of the year. It was cold as usual, but everyone seemed to find something they needed or wanted. Eric found a little tin can which held a film strip on Ford transmissions. Later in the day we got it opened, and it revealed a rusty brake part and no film! Eric said, "Oh well, it was only five bucks."

I have received a letter from the Fairfax City Police "49 Mercury Committee", which is now a "41 Plymouth Committee", as I previously reported. They generously offered to return our \$100 because of a concern about misrepresentation. The Board has agreed with me that, while we all know a Plymouth is no Ford product, the cause is just and consistent with the antique car club objectives; they can keep the money. I thought it was a touch of class that they asked and, of course, a touch of class that we let them keep it!

A little house keeping note - when Tom Shaw went to get our insurance certificate from the National Early Ford V8 Club for the May 15th car show, they asked him to send a roster. They informed him that some of our local members are not members of the national club which, of course, we are supposed to be. The national club did send the certificate, but asked that we get everyone signed up for the national club. Your cooperation will be appreciated.

Well, yesterday ended when Eric and I set out to put the rebuilt engine back in the '39. All systems were go, but alas we broke off a bolt that holds the clutch assembly to the fly wheel! Now what?

Two great tours coming up!! We have to take advantage of them when we can. On April 3rd, we tour a Smithsonian facility, and on April 17th we can take the cars to the Capitol for a photo and tour of the Capitol by the Capitol Police.

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

Dave



ORIGINAL 1941 OPERA COUPE

Tim Foltz drove his 1941 Ford to the AACA Meet in Fredericksburg last August and was immediately signed up to our Regional Group by Jason Javaras. The car took a 3rd place in class.

Tim has owned this original Ford for five years. He answered an ad in the Richmond paper .

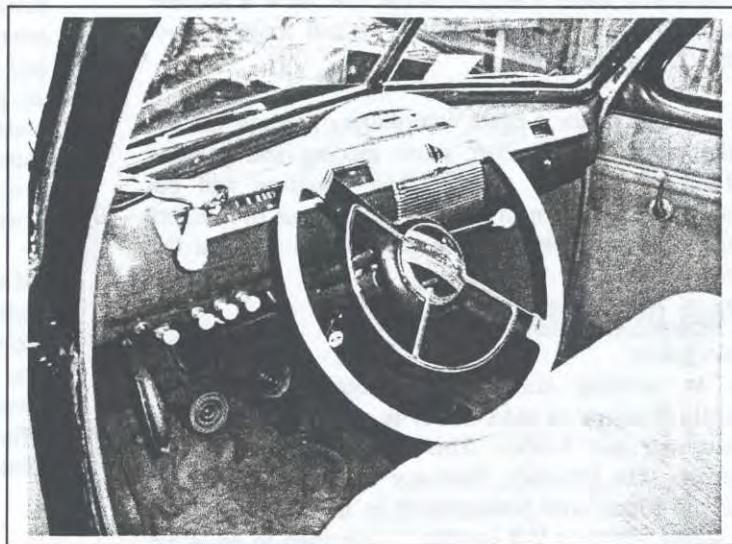
Besides having the engine rebuilt and adding new tires, he has done nothing but clean it. This 51,000 mile car is loaded with original accessories, including radio, heater, bumper wing tips, back up lights, fog lights, spot light, center rear bumper guard, grill guard, swan neck mirrors and rear gravel shield.

The interior is stock and in excellent shape. Only the steering wheel has been repainted and the horn ring is not broken and welded (common on '41's). The dash plastic and knobs are in great condition. How about original floor mats! The dash retains the best unrestored wood graining that I have seen. A neat feature on this coupe are the rear opera seats which look like they have never been used. Of course Tim has all the original tools that went with the car including the pouch.

Tim is also the owner of a 1950 Tudor. This car is black like the 1941. He and his wife enjoy driving both cars on the back country roads in Spotsylvania County. He is seeking a playing radio for the '50 that will play as well as the coupe's.

Look for this low mileage beauty at our Fairfax Heritage Show.

Editor





COMMITTEE REPORT ON HERITAGE

AUTO SHOW

Tom Shaw

I would like to remind out NVRG members that sign up lists will be passed around at the April 13 meeting to help out at our second Antique Car Show in the City of Fairfax on May 15, 1999, from 10:00 AM to 3:00 PM. Our V8 Club members are asked to volunteer several hours of their time on either the antique car parking managed by Dave Blum and Hank Amster or antique car registration run by Don Lombard. These two assignments are the only major work sites requiring V8 Club participation.

I would also like to remind all those who are able to help that we will need a half dozed people to help clean up the parking lot of the Massey Building at the end of the show. Last year only one V8 member stuck around to help the Coalition Volunteers complete the final pickup.

If the weather cooperates, this Antique Car show could be even more successful than last year. Hank Dubois tells me that he has sent advertisements and registration forms to 21 different antique and hot rod clubs. Don Lombard has mailed out registration forms to all those people who attended last year's show. It's quite possible that we could have twice the old cars show up that last year.

We need everybody's help to make this show a success. Please signup on April 13 meeting or call those persons listed above to volunteer.

The City of Fairfax is again contributing postage, the use of the property, providing snow fencing and printing facilities to help our event! The Coalition and our committee are meeting frequently to iron out last minute details. We are following the groundwork laid out last year.

NVRG INVADES NRA

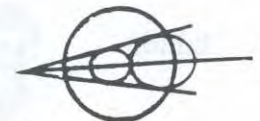
Hank Dubois

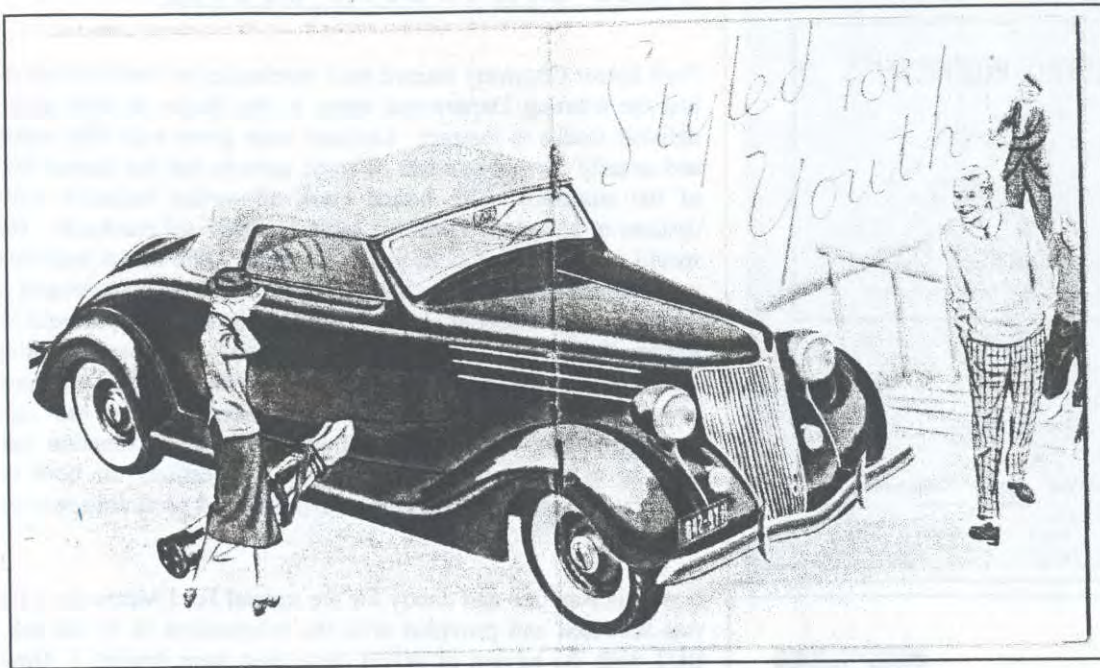
Due to weather considerations, our February tour typically involves an indoor activity and does not include driving our old V-8's. This year, however, it was different. On Saturday, February 27th, the skies were clear and sunny with temperatures in the 50's and it felt like spring - perfect V-8 weather. I decided to drive my '35 coupe and begin the '99 touring season early. When I

pulled into the parking lot of the Bob Evans restaurant in Oakton for breakfast, another V-8 was there - **Phil Schreier's** neat '42 Ford US Army Staff Car. Several members and friends were gathered around the olive drab Fordor checking out it's interesting original details. After enjoying a hearty breakfast and much car-related conversation at the restaurant, the group caravanned to the National Firearms Museum with Phil's '42 in the lead.

The National Firearms Museum, located at NRA Headquarters in Oakton, VA, is home to one of the nation's largest and most varied collections of historically significant firearms. The museum is open to the general public and is operated separately from the NRA's other activities. New member Phil Schreier is the curator of the museum and he gave the group a detailed tour of the facility which lasted nearly two hours. The museum is arranged chronologically and traces the development of hand held firearms through the centuries. Exhibits start with examples of ancient hand canons and continue with matchlocks, flintlocks, percussion arms, and cartridge arms. Exhibits include both military and sporting firearms. However, the museum is much more than a collection of firearms on racks and you don't have to be a gun buff to appreciate it. Phil and his staff have gone to great lengths to develop a number of self-interpretive exhibits that the general public can enjoy. These Smithsonian quality exhibits include one in which early Jamestown settler armed with matchlocks come face to face with angry bears in the Virginia woods, and another depicting a fully equipped and operating gun shop on the frontier during the early 1800's. There are also many, many interesting historical firearms highlighted. One that stands out in my mind is an air rifle that was carried on the Lewis and Clark Expedition of 1804-06. The rifle had an air pump that was capable of generating enough pressure to fire a bullet that could bag deer-size game. The gun was virtually silent and would not spook other game nor would it alert potentially hostile indians - seemed pretty high-tech for 1804.

All in all this was a very enjoyable and unique tour particularly for those of us with an interest in antique firearms and their role in American history. The 13 NVRG members and friends who participated are indebted to Phil Schreier for his efforts in making this a successful club event. Thanks Phil!





Answer to question on why Ford built 5 open models in 1936 by Randy Mason, retired Curator, Auto collection, H. Ford museum: "Why five open and convertible models from Ford and only one from Chevrolet and Plymouth? Quite simply, Ford had a corner on the sporty and youth market during this period. This was enlarge part to the Ford's wonderful V8 engine, which would run circles around the Chevrolet and Plymouth sixes, and also, to very sporty styling. Chevy and Plymouth were much more "stodgy" offerings, and appealed to an older clientele. This was basically true from 1932 to 1954" This small 5 x 6, rare booklet (with no form number) contains black and white renditions of the '36 car at football games, yacht races, polo matches and the airport with youthful characters enjoying life. Editor



CAPITOL BUILDING TOUR

Saturday, April 17th

The NVRGF will have a unique photo opportunity for the Club's cars with the Capitol as the background. A chance for a *V8TIMES* cover! And then a guided tour of the Capitol building by the Capitol Police! Special parking provided.

Meet : Fair Oaks Holiday Inn 8 am.

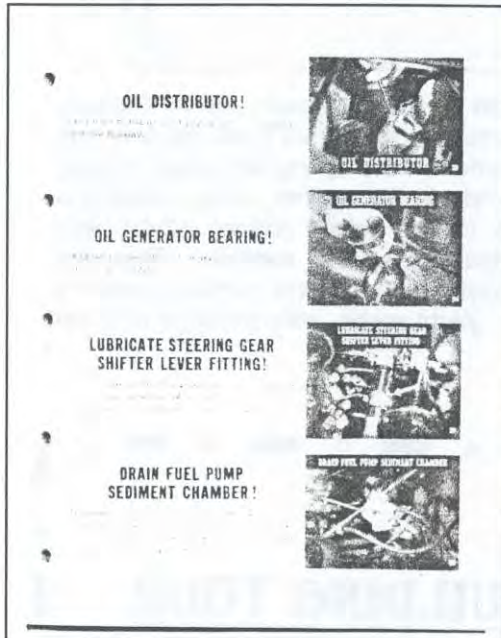
Sign up : John Griman 242-1459.



FIRST "HOW TO BOOK" BY FORD



Ford Motor Company trained their mechanics at Ford schools or had the training Department come to the dealer in their panel delivery trucks to instruct. Lectures were given with film strips and usually there was a test of some sorts to test the knowledge of the students. The bound book of service bulletins with updates to be inserted was the bible for the Ford mechanic. He would refer to this for the job to be done. The initial bulletins under this system bear the date of April 15, 1938 and represent a revision of the material already published in the previous type of service Bulletins. This binder book is heavy cardboard material with a metal edge and is a must for the restorer. The forward says "These service bulletins have been planned so the eventually they will contain complete service information not only as to actual repairs but helpful suggestions on how to organize, equip, and supervise an efficient and profitable service department."



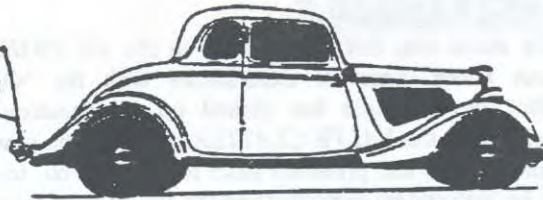
Now this was fine and dandy for the trained Ford Mechanic – he was schooled and provided with the information to do his job, BUT with the advent of WWII these men were drafted ! Now the dealer was short . So, Ford produced a film strip with the accompanying booklet (form 7442) to accommodate the newly hired mechanics. The forward states the problem: "Many dealers are today faced with a problem in obtaining and training personnel for their service departments, and this condition may become more acute in the future. Therefore , with the thought in mind that instructions on the most commonly required services would be of greatest benefit, two slide films have been prepared on the 1941 Ford car. This booklet contains all illustrations appearing in the films. Opposite each illustration is the complete dialogue as carried on the sound record with some additional information. This booklet may be used by mechanics for reference purposes and for further study of the subject covered".

So, here for the first time from Ford, is a picture booklet that that covers Part I: "Maintenance and Lubrication services, and occasional services, and Part II: Engine tune-up and brake adjustment." Now the restorer can follow the step by step instructions with photos of say, how to lubricate and adjust rear

wheel bearing, adjust generator belt, adjust cut-in voltage, etc. This piece of literature is scarce today.

After Ford published the "Service Requirements" they came out with a series of nine film strips and accompanying picture booklets called "Service Instruction" (Form 3656-3664). These booklets give highly detailed instruction with pictures of the operation on Hydraulic brakes, Transmission and Clutch, Wheel Alignment and so on. These must have been available over the counter as the price of 25 cents is clearly stated on the cover (the only ford publication that I have seen with a price). These booklets are interesting because the first pages have a dialog between a car owner and the "Floorman" in his shop coat. There is a complaint about the car and the floorman explain what has to be done. The customer questions the cost and always the diplomat, the Floorman gives an explanation why it is important to have such and such repaired properly. The remainder of the books show step by step procedure for the repair/adjustment.





“Discrete” Turn Signals For Your Old Ford

Want turn signals for your flathead, but confused about how to use your existing stop light circuit? The following is how I converted our '47 Merc with the goal of almost no outward appearance changes.

First, I went to my local parts house and purchased:

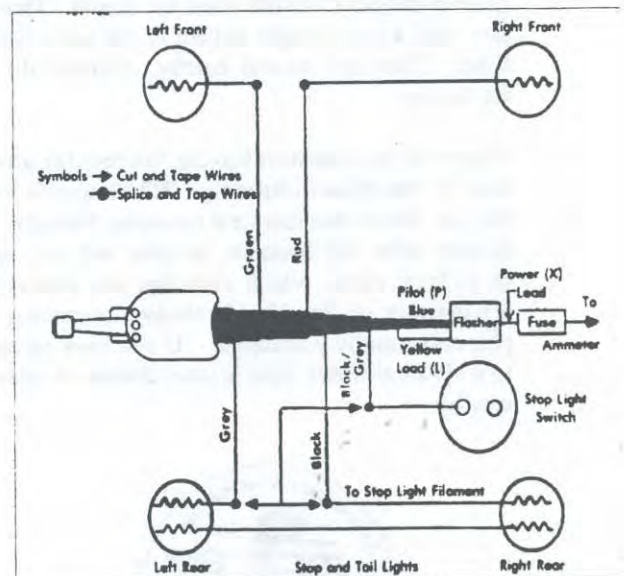
- 1 - VSM 900 Turn Signal Switch
- 1 - #51 6-Volt Bulb
- 2 - Double Filament Light Sockets
- 1 - 6-Volt Flasher w/Mounting Bracket

I chose the manual VSM 900 because I wanted to hide it below the dash on the steering column, where a self-cancelling unit would not work. You could make a bracket to mount the unit behind the dash with the signal arm protruding below the dash for easier access. The #51 bulb was needed to convert the indicator lamp on the switch to my 6-volt system.

After mounting the controller and flasher, wire the flasher as shown in the diagram.

Now remove the existing park light sockets and install the new double filament units using bulbs which match your stop and tail lights.

Determine which pig tail from the new socket is the lesser candle power and reattach the park circuit from your existing wire loom. Now run new wires from the controller to the other pig tail--green to left and red to the right (see diagram).



Now comes the *good* stuff. Go to your stop light switch and determine the "cold" terminal (no brakes applied). A test probe is handy for this step. Cut this "cold" wire a few inches away from the stop light switch. The short end (from the stop light switch) is now spliced, with a new wire routed to the black/grey wire of your controller. The other end of your cut is spliced to the black wire of the controller.

The final step is to run one new wire from the controller grey wire to near the left rear stop light. Again, using your probe test light determine the tail light circuit versus the stop. Now cut the stop light wire near the left tail lamp (be sure this is beyond the junction leading to the right stop light).

Attach your new wire to the left stop light and tape off the remaining stub from your existing wire loom. You now have turn signals and a 4-way emergency flasher system.

Obviously, the front signal lamp set-up will vary depending on your year and model. On our '34, I used the park light socket within the stock headlight (standard model). Even with halogen headlight bulbs, the turn signal still shows up well at night, and during the day the whole headlight is illuminated. A little imagination should serve you well in this area. ■

Hope to see you on the road, and not by it! Wayne Taylor

Thanks to the “Soybean Sentinel” newsletter of Diablo Valley RG #31

AMSTERMOBILE

How about that full page article in the *V8 TIMES* about **Hank Amsters** experiences with his '41. Editor Jerry Windle has picked up on numerous stories from the *VALVE CLATTER* (note that he now spells it right) and promises more to come. You too can be featured by submitting to the VC. I now sport a V8 TIMES baseball hat courtesy of Jerry.

INDEPENDENT AUDIT

David Blum conducted an audit of the statement of operations from 1/1/98 to 12/31/98 – "In my opinion, the statement of operations present fairly, in all material respects, the operation of the NVRG, EFV8CA."

EASTERN NATIONAL V8 MEET

All the hotel rooms at the discounted rate for the V8'ers of \$85 at gone. **Hank Dubois** might have a room available if his wife does not attend. Those who that need a room might collect in the same spill over hotel. There are several nearby. Contact the editor for the list.

There will be a caravan leaving Wednesday after rush hour for the drive to Reading. **Bill Simons** is heading this up. Some members are returning Saturday, some Sunday after the banquet, so you will not have to drive back alone, which ever day you choose. The driving tour on Saturday is always interesting – 100 plus cars usually participate. If you have never been to a National Meet, here is your chance to attend one near by.



FOR SALE

1939 Buick coupe \$3,000, 1940 Packard coupe \$5,000
1940 Cadillac series 62 \$8,000, and 1956 Imperial
\$3,000. Call Joseph at 281-578-9241 (friend of Roy Judy)

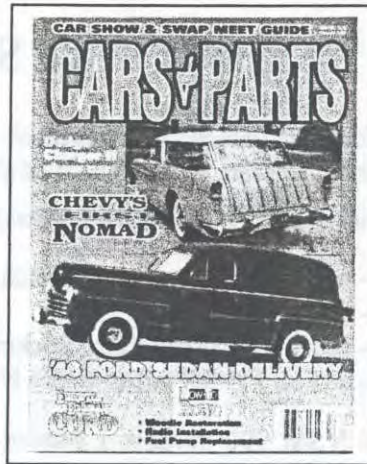
1946 Ford Coupe – 2 doors and 2 front fenders. The doors are in good shape and the fenders have minor rust on the bottom. \$125 for doors, \$45 or both fenders. Tom Shaw 703-771-9374

Wanted: Rebuildable 97 or 94 carbs. Need matching set for 2x2 manifold. Ed Mascali 703-893-6429

Wanted: two 20x5 rims w/flanges for 1930-34 Ford Truck. Hank Dubois 476-6919

For Sale: Flathead marine manifolds, Edelbrock duece intake manifold, pair Glenwood water cooled exhaust manifolds, extremely rare and good condition: \$750 BO 252-264-2753

MEMBERS CAR ON FRONT C&P



Butch Myrick's '46 Sedan delivery graces the front page of *Cars & Parts* April issue. Five pages are devoted with 11 color pictures! Look for it featured in the May "Valve Clatter" Nice going, Butch!

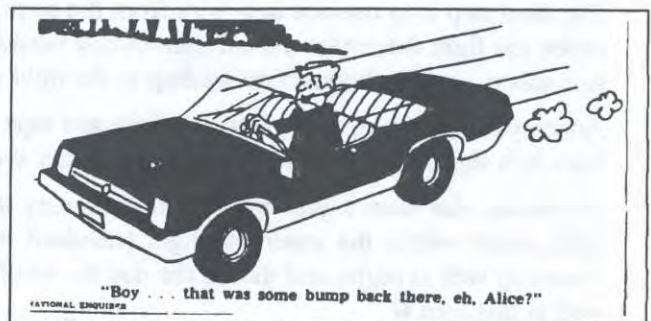
NVRG BOARD UPDATE

Membership stands at 73 members with three prospects. \$5,743 in the treasury. April 17th tour to Capital discussed. Heritage Meet planning. May meeting with Selley discussing Judging sheet. Park service returns \$75 to treasury. Caravan to Eastern Nation Meet arranged. Picnic permit approved by Park Service. Pres. retires from Govt. end of April!

HENRY FORD HERITAGE ASSO.

For \$5 you can join the Henry Ford Heritage Asso and receive their slick 28 page newsletter full of information on our Hero, Ford Motor Co history and a great Q&A section. It is published quarterly. HFHA. POB 2313, Dearborn, Mi. 48123.

The winter issue had a color insert from *SOUTHERN LIVING*, September 1998, about Henry's Grand winter home at Richmond Hill, Ga., which was finished in 1937.



CALENDAR



April

- 8-11 Charlotte Auto Fair, Charlotte Motor Speedway
13 **NVRG Monthly Meeting** Program: Optima Battery for V8's and high capacity oil pumps – **Allan Wheilhan**
Refreshments: **Hank Dubois**
22-25 Spring Carlisle
27 **NVRG Board Meeting**
TBA NVRG tour of Capital Building(tentative)

May

- 1 Richmond Region AACA, 30th Annual Car Show & Swap Meet. State Fair Grounds Info 804-288-4439
8 Winchester
11 **NVRG Monthly Meeting** Program: Judging Seminar – National Deputy Judge **Selley**
Refreshments: **Tom Shaw**
15 **City of Fairfax Heritage Antique Car Show - NVRG Sponser**
22 Gettysburg Region AACA 24th annual Car Show & Flea Market, New Oxford, Pa Info: 717-632-2792
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**
17-19 AACA Eastern Division Nat'l Spring Meet, Roanoke, Va
19 Southern Maryland Antique Car Club Car Show & Flea Market. LaPlata, Md.
20 Sully
27 Lion's Club Car Show, King & Market Street, Leesburg. Limited to 200 cars. 703-777-7837

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**

August

- 6-8 36th annual Das Awkscht Fescht Car show and Flea Market, Macungie, Pa.
14 Fredericksburg AACA Show
10 **NVRG Monthly Meeting** Slide show of the Eastern and Western National meets.
Refreshments: **David Blum**
21 24rd Annual Tobacco Trail Antique & Classic Car Show, Allen Pond Park, Bowie, Md.
21-22 Virginia Wine Festival
22 Francis Scott Key Antique Car Club Car Show Flea Market, Rose Hill Manor Park, Frederick. 301-473-8212
31 **NVRG Board Meeting**

September

- 12 Mt Airy - 29 th annual Sugarloaf Region AACA meet
11-12 **Annual Lebkicker Tour** (Tentative dates)
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 Meeting**
30-Oct 2 Fall Carlisle

October

- 3 Antique Auto Assembly on grounds of US Soldier's Home, Washington, DC
6-9 Hershey
12 **NVRG Monthly Meeting** Program: Hershey review and slide show. Refreshments: **Von Hardesty**
16 Rockville
26 **NVRG Directors Meeting**
TBA Fall Tour

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

Video and presentation on **OPTIMA BATTERIES FOR V8 FORDS**

PLUS HIGH CAPACITY OIL PUMPS

By **ALLAN WHELIHAN**

April membership meeting, Tuesday 13th – Don't miss it



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: Dave Westrate....620-9597

Vice President: David Blum	281-1654	Programs: Bill Selley	273-5334
Secretary: Tom Shaw	771-9374	Property: Hank Dubois	476-6919
Treasurer: Hank Amster	753-9575	Historian: Don Lombard	690-7971
Membership: Bill Simons	536-3648	Refreshments:	
Tours: John Girman	242-1459	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
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 Vienna, Virginia, 22183**