



VALVE CLATTER

Northern
Virginia
Regional
Group



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

Volume XXII, No. 2

February 2000

Cliff Green, Editor

VISIT TO STEVE & WENDY PEIPER'S GARAGE AND SHOP

by David Westrate

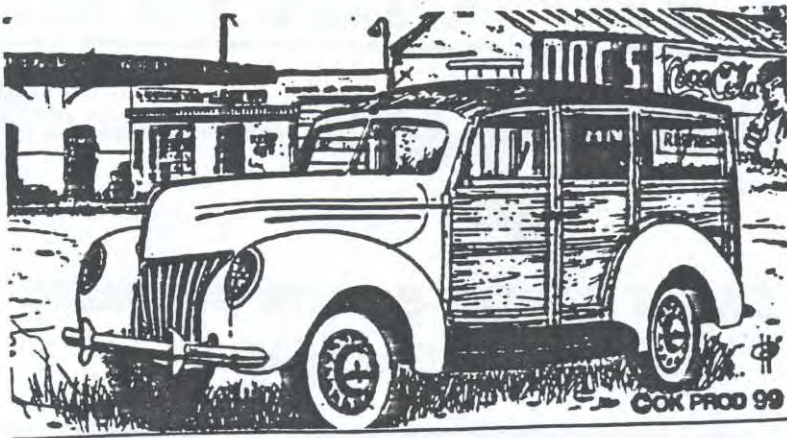
It would only be fitting to characterize this garage tour as the Tour of the Millennium, as such it was. Steve and Wendy hosted twenty club members and guests for a most interesting three-hour event.

We first checked out the 1934 Ford coupe that Steve is building as a "50s" hot rod. The fabrication work on the frame was outstanding. It is powered by an early 1956 Chrysler HEMI engine with 354 cubic inch displacement. Steve said he paid \$300 for an entire car just to get the engine. It has Harley-Davidson motorcycle wheels on the front and will be air conditioned when finished. It has a Chevy transmission. This is truly a Johnny Cash number!

We next turned our attention to the 1940 Ford Pick-up project that is coming along nicely as well. This one is being done as Henry did it. Steve found the car in California along with a good extra frame. Then, \$300 more for a parts truck, and the project was underway. He picked up a correct 40 engine and front end from a man in Tennessee. The body is about ready for paint, which will be vermilion red cab and bed and black fenders.

Everyone enjoyed the dashboard collection. Von Hardesty had a book on dashboards that is available from Amazon.com U.K. It is the only book on the subject, and is published in Britain. He explained that the term "dashboard" originates from the front board of a horse carriage that protected the passengers from debris the horses kicked up as they ran—thus, dashboard.

[continued page seven]



UP FRONT With the President

TERMITES!!!

New Meeting Location!!

I have been informed that the Hunter House at Nottoway Park has a serious termite infestation in the floors and will be closed through April. Fairfax County will accommodate us at the Clark House in Falls Church at 7:30 p.m. on our meeting dates. The Clark House is located at 6332 Barcroft Mews Drive, Falls Church, Virginia. It is adjacent to the Barcroft Shopping Plaza, very near the intersection of Columbia Pike and Linconia Road. From the beltway, take Route 236 (Little River Turnpike) east. Turn left on John Marr Drive and right at the first light, which is Columbia Pike. Proceed about two miles. Just past Linconia Road, take the service road for the shopping center. Barcroft Mews is off of the service road.

Under these grim circumstances, I recommend that all Woodie Wagon owners and those with cars with wooden parts who have had them in the vicinity of the Hunter House seek immediate inspection and treatment and call your lawyer!

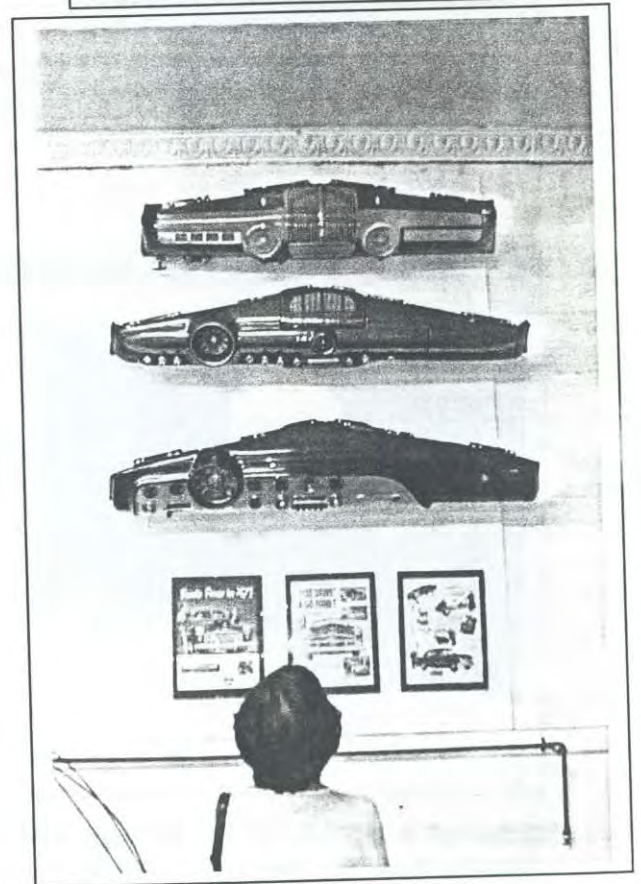
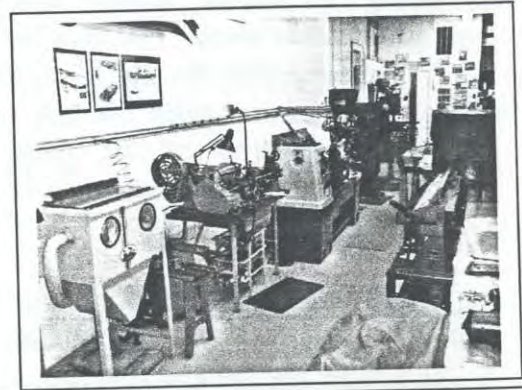
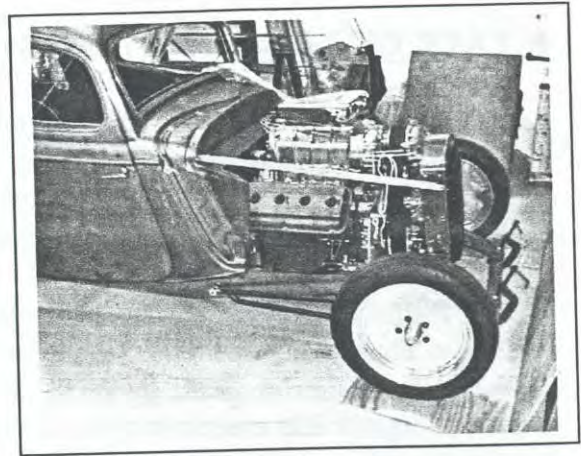
Valve Clatter Editor, Cliff Green, has been honored with the national second place award in the newsletter competition for 1999. This is a wonderful achievement and reflects the hard work and imagination that Cliff puts into the newsletter on behalf of all of us. He uses digital photography, scanners, and computer programs to produce this publication and it "shows". Member contributors are also a major part of achieving this award, and you all are to be commended for your input each month. Good Work Cliff and thanks!

Well, those are the news headlines, now lets look ahead. The Board of Directors met this past week after a snow delay, and we planned a lively agenda for this year. The leadoff tour to Steve and Wendy Peiper's facility was outstanding, and full details will be reported later. On February 20th we will tour Clem and Sandy Clement's train and car collection. See the details in the newsletter and make your plans. The Directors of Tours and Programs are getting things organized and announcements will follow as things are finalized.

By the way, did you notice the photo and caption in the Washington Post Magazine on 1/23/00 about Ford opening an assembly plant in Alexandria, Virginia in 1932? It was only operated for six months, then became a sales office and was sold to the War Department in 1941. I wonder if any of the cars made there are still around?

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

The garage and shop of Steve Pieper



A TALE OF TWO TAGS *John Girman*

At the last meeting's Show & Tell, I commented that finding something unusual to bring was a challenge because I was still trying to collect the ordinary and mundane for my cars. However, after a little thought, I brought a pair of '46 VA license plates and asked the members present: what was unusual about them? Out of a sea of frowning faces, David Blum spoke up with the answer: Virginia only made one plate during '46, continuing the practice started during the war years to conserve metal. So, how did I get two '46 VA plates with the same number? The answer was obvious when the two plates were passed around---one of the plates was an original, restored metal plate, while the other was a plastic replica.



I had sent a single plate to Anthony V. Polio, 746 N. Greenbrier Dr., Orange, CT 06477 (203-795-6434) for restoration and duplication. He took the rusty but straight original plate, restored it with enamel and made a duplicate, all for \$95. While I don't remember what the cost would be for just a duplicate, he had previously restored a pair of plates for my Model T for \$75. The duplicate plate is thin and flimsy but can be easily backed by a piece of sheet metal. If you have only a single plate or one good plate and a severely damaged second plate, you might consider having a duplicate made.

TREASURER'S COMMENTS ON THE CLUB'S '99 FINANCIAL OPERATIONS

Hank Amster



The Statement of Operations for the year 1999 are shown elsewhere in the VALVE CLATTER. Our results show a loss from operations of \$301.62 for the year. It is attributable to a loss in income of around \$700 from that budgeted, but this is offset by decreased expenses of about \$400. The proceeds from the Fairfax Car show were about \$200 less than expected, and the abatement of around \$500 in dues for those members who displayed cars at the show in 1999 make up the income deficit. Although our expenses for social events such as the annual wives appreciation picnic and the Christmas party were higher than budgeted, they were offset by lower than expected expenditures for postage and other items. The end result was another successful financial year for the club. We look forward to another great year in 2000, based upon the enthusiastic and devoted participation of so many of our members.



**NORTHERN VIRGINIA REGIONAL GROUP
EARLY FORD V8 CLUB OF AMERICA
STATEMENT OF OPERATIONS
January 1, 1999-December 31, 1999**

	<u>1999 Actual</u>	<u>Budget</u>
<u>INCOME:</u>		
Dues for Year 1999	\$ 330.00	\$835
50/50 Share	121.00	100
1999 Entertainment Books	161.00	-0-
Fairfax Car Show Proceeds	811.50	1,000
Accessory Sales-Shirts, Hats	182.50	200
Donations	45.00	100
Fund Raiser-Willowcroft Winery	-0-	100
TOTAL INCOME	<u>\$1,651.00</u>	<u>\$2,335</u>
<u>EXPENSES:</u>		
Christmas Party	\$ 665.10	\$500
Contributions	-0-	300
Accessory Purchases-Polo Shirts	-0-	200
Fairfax City Car Show Expense	-0-	100
Meeting Expense	27.07	100
Member Remembrance, Recognition	33.00	50
Name Tags	-0-	25
Newsletter	132.17	100
Picnic-Social	517.08	200
Post Office Box	64.00	60
Miscellaneous-Tours Expense	154.42	100
Supplies	15.00	50
Postage	<u>344.78</u>	<u>550</u>
TOTAL EXPENSE	<u>\$ 1,952.62</u>	<u>\$2,335</u>
<u>LOSS FROM OPERATIONS, YEAR 1999</u>	<u>\$ 301.62</u>	<u>-0-</u>
Bank Balance, January 1, 1999		\$ 5,510.15
Subtract Loss from 1999 Operations		<u>301.62</u>
Total		\$5,208.53
Adjustments: Add Prepaid 2000 Dues Not Included Above		<u>825.00</u>
<u>Bank Balance, December 31,1999</u>		<u>\$6,033.53</u>

Respectfully Submitted:
Hank Amster, Treasurer

JANUARY MEMBERSHIP MEETING

The first meeting in the new millennium at Nottoway Park was a packed house. The popular "Show and Tell" program brought many interesting items for the members to experience. President Westrate welcomed the newest board members Von Hardesty and Steve Pieper to the fold. A refreshment list and want ad list was passed around. The Editor won the 50/50 for the second time in a row!! After "telling", refreshments were served, courtesy of Bill Selley. A video about antique radio identification and repair was shown. The most important bit of advice was to buy the best radio that you can afford after inspecting the innards for corrosion and be watchful of the condition of plastic pieces that are not reproduced.



The O'Niells show off their custom sweat shirts!



Ken Burns describes two early Ford books found in a flea market.



What is it?, asks **Hank Dubois**. The members were stumped. This is a clutch anti-rattle device that attaches to the back of the transmission and frame. (Non-Ford part.)

Steve's dashboard collection includes twenty examples, most of which are restored. The earliest is a 1912 and the latest is 1965. These are all beautifully done with original paint colors. Steve pointed out that it was customary for the people who assembled speedometers to sign and date them on the back. His collection includes one that is dated April 7, 1947, which is the day that Henry Ford died.

We did the rounds of Steve's machines, and he demonstrated many of them. The shop is neat as a pin, and includes much metal fabrication and welding equipment, two lathes, a Bridgeport milling machine and many other items too numerous to mention.

Steve and his father have built and raced a wide variety of cars over the years, and his dad built an airplane as well. They decided to build a car to attempt the land speed record at the Bonneville Salt Flats in Utah. They did just that! The car was powered by a BMW engine that generated about 1200 h.p. They achieved 339 mph on the first run (a record for their class), but on the necessary return run there was a timing malfunction by the officials and the return did not count. The car had a co-efficient of drag of .1 and is very thin and long.

We enjoyed a slide show on how the body was built, from wood mockups to foam blocks, yes dry wall mud as well and finally carbon fiber and poly. The frame was mocked up out of exhaust pipe tubing – before the high tech tubing was used for final. The engine was a slant 6, which was mounted vertically. The car had no radiator, and the engine was cooled by a system of two water tanks and pumps. I must report that Steve flipped the first car at 200 mph, which destroyed it but thankfully not him! The second car ended up in the lake and the details of that event are too scary for Valve Clatter readers, so I will leave them to Steve to tell you himself. The car is now on display at the BMW Museum in Spartanburg, North Carolina. Wendy now has Steve grounded, except for old Fords.

The Peipers surprised us with a two-page pop-quiz on Fords. Ken Burns scored third with 17 out of 28 and was awarded a truck calendar. John Ryan was second with 18 out of 28 and won a truck model. Hank Dubois was best with 22 out of 28, and he received a plaque of a section of a tailgate with the Ford name and the inscription "Rust in Peace".

This tour was fun and interesting in all respects. We all thank Steve and Wendy for their time, wonderful refreshments and their friendship.

VALVE CLATTER PLACES 2ND IN NATIONAL EFV8CA CONTEST

The editor was informed on Jan 21st that the VC placed second behind the newsletter of the Big Valley RG#26. Thank you for all the articles that you contributed to make our rag a success.



FOR SALE/WANTED

Sale - '46 coupe doors and two front fenders - best offer.
Ton shaw 703-771-9374

Sale - '49-53 flathead V8 engines, on complete, one almost. Both turn over, best offer. Dave 703-425-7708

Wanted- '35-'36 11/2 ton truck parts, literature and info, headlights, ignition switch, engine. Dave 703-425-7708

Sale - 1940 Mercury Convertible Sedan. Restored: engine, electricals, muffler, starter, chrome, etc. Mandarin maroon with new tan top, interior, NOS fenders, rockers, plastic, \$229,900. One of 50 left. Steve Dawkins 305-296-8791
spdjhd@aol.com



Sale - 1938 panel - info Charles Patterson 703-361-0109
Manassas park

BOB WILD RECOVERING

Bob is back home recovering from by pass surgery. Hopes to be V8 active soon.

BOARD MEETING SNOWED OUT

The January Board meeting was cancelled and rescheduled to meet at the Presidents house the night of Jan 20th. The editor will be in Florida the month of February, so the partially assembled newsletter for next month will be completed by **John and Patty Girman**. The Board was able to schedule meeting plans and tour events for the entire year! Next months VC will have a calendar of the events, thank to **Hank Dubois**.

2000 BUDGET INCLUDES DONATIONS

The Board of Directors included a \$100 donation to the *Early Ford V8 Foundation*. Also \$100 to the *Henry Ford Heritage Foundation* for the Piquette Plant preservation project. The Piquette Plant was the birth place of the Model T and money is being raised to restore the building to it's 1904 appearance. It will be used as an automobile museum and might house the EFV8 Foundation artifacts!

EARLY MEMBER PHOTOS WANTED

The Valve Clatter is seeking photos of members next to early Ford V8 cars to run a "guess who" contest. Please send to Editor who will scan and return

FEBRUARY MEETING

THE EIGHTH AT 7:30

Movie on Ford Hydraulic brake repair -Video from film strip and audio from the records, circa 1940

REFRESHMENTS: Mike Mote

ANTIQUUE TRAINS AND OLD CARS

THE MODEL A CLUB HAS INVITED THE V8'ERS TO
ATTEND THEIR TOUR OF THE GARAGE AND TRAIN
DISPLAY OF "CLEM" CLEMENT
ON SUNDAY FEBRUARY 20TH
1 – 5 PM

"You are invited to visit our "museum" of antique trains and old cars on Sunday, February 20, 2000, from 1-5. Kids, significant others, parents, are invited too. New additions to the antique train collection are on display and S, O, G, and Standard gauge trains are under power. Bring show and tell trains and we will try to run them. The garage is full: 1929 Packard touring, 1930 Model A Ford Cabriolet, 1964 ½ Mustang and a 1928 Model A Ford Phaeton in pieces, and a 1940 Pennsylvania aircraft tug. Plus a wonderful 1931 La France Republic Truck in original ugly condition outside. Please bring a dish of your own choosing." Clem and Sandy Clement

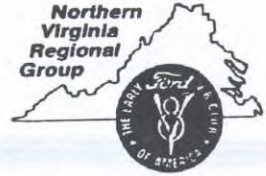
Directions: Take Rt. 66 West to exit 55 (Fairfax County Rt. 7100) south to Braddock Road. Turn right towards Centreville. Turn left onto Colchester Rd and go 2.2 miles. Cross Popes Head Rd, turn left on Saddlehorn Dr. (through the brick entrance ways into Colchester Hunt Village). Second right is Gary Hill Drive. We are the first house on the left. 830-5597

I have been to Clem's house and his garage is substantial. The train display over the garage is something else – this visit is definitely worth your time. If the weather is good, he would like some V8 cars to join the A's. Editor

Since Clem would like a count, it is requested that members contact Von Hardesty, our tour chairman, 276-7579 (von.hardesty@nasm.si.edu) if you intend to go. Bring a desert of some kind. Car pool/ parade will leave Holiday Inn, Fair Oaks at 1:00.



BOARD OF DIRECTORS NORTHERN VIRGINIA REGIONAL GROUP

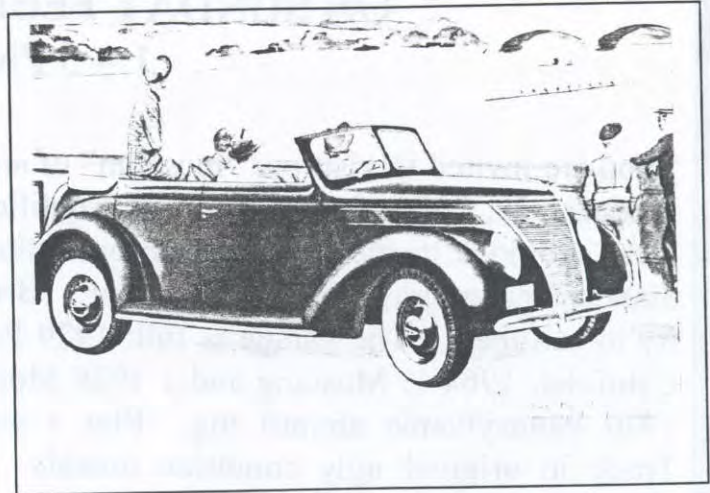


President: **Dave Westrate**....620-9597

Vice President: **David Blum** 281-1654
Secretary: **Tom Shaw** 771-9374
Treasurer: **Hank Amster** 753-9575
Membership: **Bill Simons** 536-3648
Tours: **Von Hardesty/Steve Pieper** 276- 7579

Programs: **Hank Dubois** 476-6919
Property: **David Blum** 281-1654
Activities: **John Girman** 242-1459
Refreshments: **Bill Selley** 679-9462
Newsletter: **Cliff Green** 426-2662

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, Virginia. Check the newsletter for occasional alternate sites. **SEE YOU THERE**



FIRST CLASS MAIL

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Early Ford V8 Club
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