



# VALVE CLATTER

Northern Virginia Regional Group



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

Volume XXII, No. 3

MARCH 2000

Cliff Green, Editor

### GARAGE TOUR AT THE CLEMENTS

Dave Westrate

On February 20<sup>th</sup>, the V8 crowd was invited to join the Model A Club and others to tour the toy train and antique auto collection of **Sandy and Richard ("Clem") Clement** in Centreville, VA. This event was advertised as a must see collection. Sunday was bright and sunny but windy and cold at the usual meet spot at Fair Oaks. The **Piepers, Blums, Girmans, Dubois, Von Hardesty, Bill Tindall, Eric Sumner** and I headed out to the Clement's house, where we met other V8 members (the **Vincent, Tom Shaw and Dave Gunnarson** and his kids). Von did the leg work on this tour and drove his '37 Buick, as well. We thank him for his efforts.



*Clem describes his collection*



*Hank, Cindy, Norma, Dave, Von and Wendy gather around an unusual '37 Ford convertible.*

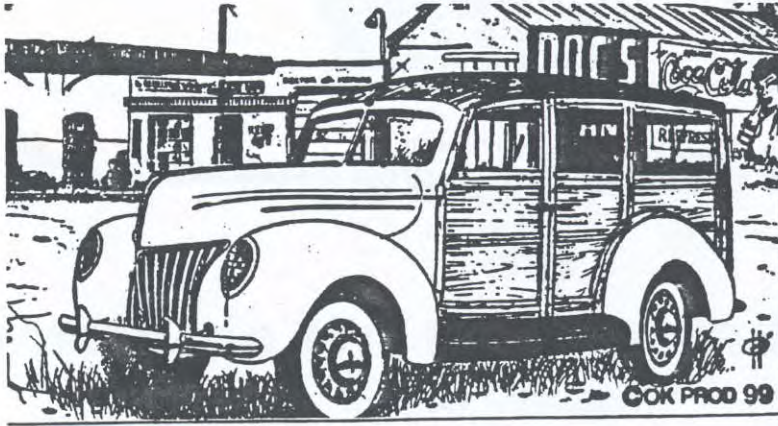
I must say that rarely do you get to see a private collection of anything as extensive as Clem's trains! It is astonishing in scope and superbly maintained. He has train sets dating back to the early 1900s and he restores these artifacts as well. Clem was an Air Force pilot who lived abroad; and many of his trains are from Germany and Russia, to name two places.

The Clements added a structure to their home that houses the train collection. The lower floor is a four-stall garage with two in front of two others. The second floor is the train room, with about 1/3 of it covered in operational trains. All four walls are covered with shelves full of trains. Three walls have ten shelves floor to ceiling. There are hundreds of engines and train cars.

Oh yes, the cars! The Clements have a beautiful 1930 Model A Cabriolet, a 1964 1/2 Mustang and a beautiful 1929 Packard. The front yard was full too with a beautifully restored boat, a 1931 La Frame truck, a 1940 tug for pulley aircraft and a number of old cars driven by visitors. The house was standing room only, with a beautiful spread of food for the large crowd of car and train enthusiasts.

We thank the Clements for their invitation and hospitality. This was a special opportunity enjoyed by all that could attend.





## UP FRONT With the President

MARCH 2000

Congratulations to Mike Gall who has been selected as the Deputy Chief Judge of the National Early Ford V8 Club. Mike, who is now living in Pennsylvania, was one of the co-founders of our regional group. Way to go Mike!

I thought I would give you a report on a major event in the restoration project of my 1939 Ford standard wagon. Yes, we started the engine and *IT'S ALIVE!!* What a fun moment when that thing fired up! Those of you who have experienced this know what I mean. It also happened on Presidents Day, which I am sure has some significance. Makes for a good story anyway.

We had the engine rebuilt by Leonard Marshal, who has a one-man machine shop in Warrenton, Virginia. The Burton L. Norton Company rebuilt the starter, generator and distributor to specs in my hometown of Grand Rapids. They have about a dozen employees and specialize in antique car electrical systems. Eric Sumner made one good carburetor out of two, and we were ready to roll. It took three intake manifolds before we got that problem solved. I want to thank Ken Burns for his help on this issue and Bill Simons, who provided us with an emergency intake manifold gasket. Hank Dubois provided some do's and don'ts, also.

Eric and I first installed a temporary oil pressure gauge after putting oil in the engine. We took the plugs out and rolled the engine until we got good oil pressure. At this point, the radiator was not hooked up, and the generator and belt were not installed. We then put the plugs in and tried to roll it over; it would barely turn over. After a lot of head scratching and standing around looking at it, we took the plugs out and verified that we had a spark. We then made sure that we had gas all the way to the carburetor from a temporary tank. We charged the battery which, by the way, is a new Optima and I think I like it a lot. Next, and maybe most important, we grounded the battery to the cowl and the cowl to the block, as they should, be instead of using a jumper cable from the battery directly to the block as we had been doing. We thought that maybe this long grounding cable was reducing the power of the battery.

Next, we hit it, and it fired right up! It startled both of us, and we were very pleased with how smooth it ran. We started it briefly three times and then had a beer to celebrate. Barbara even got a big grin out of this event. By the way, we moved the car out in the driveway and had two fire extinguishers standing by. I don't know if this showed a lack of confidence or just good sense, but Eric insisted that he didn't want to burn the house down.

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

DAVE

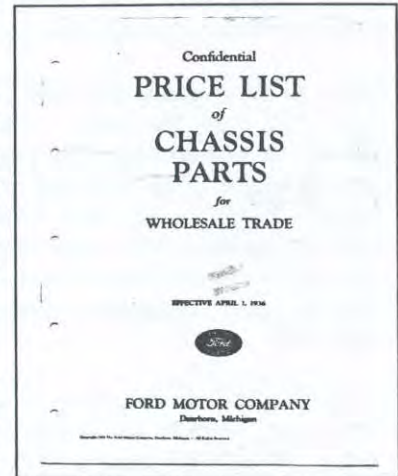


## THE INDEPENDENT FORD "GARAGEMAN" OF 1936

Ford sought to associate independent garages with the name Ford. Sales and merchandising cooperation were given garagemen who would sell genuine Ford parts. The regional Ford distributor would service these "associates" with supplies of genuine Ford parts at a wholesale price, plus catalogs, folders, and advertising literature to help sell accessories. Garages who used Genuine Ford parts were permitted to display the *Genuine Ford Parts* sign further encouraging customers to use this business.

A "Confidential" price list was given to the "wholesale trade", those shops who associated with Ford. This gave them the opportunity to mark up the parts for further profit. Plus the parts were delivered to the door by the Ford parts distributor. Lots of 10 or more spark plugs were wholesaled at \$0.41 and retailed at \$0.65. Seems expensive when 8 plugs were \$5.20 and a clock (electric) for glove compartment was \$7.50 and a radio for \$43.00.

In co-operating with Ford, the gagageman would receive two magazines, the *Ford Service Bulletin (mechanical)* and the *Ford Parts and Accessories Merchandising Bulletin*. Let us examine one of these publications of 1936:



FORD PARTS AND ACCESSORIES MERCHANDISING BULLETIN originated in 1935 as the



1936 issues are volume number two. Every month the color of the cover was changed and repeated throughout the magazine. It is a thin eight-page flyer with articles encouraging the sale of accessories. There are short features with photos about various Ford parts departments who have been successful in sales of accessories and parts. Hopefully the reader would follow the suggestions to increase sales at his business. Many accessory display stands are promoted.

More important to the restorer, there are detailed descriptions and photos of accessories that are found no where else. How about Part No. 68-18650 "Kool-Kushions" at \$3.00 – those ventilated pads that lay on the seat, or Part no. 68-18700 "Electric air horns" \$10.50 installed, for added safety! It is helpful for me as a collector of 1936 literature, that the magazine reminds the reader of new catalogs and publications. Also, it provides proof of when certain accessories were introduced in 1936, like the curved outside rear view mirror. These thin bulletins pack a wealth of information for the restorer and are hard to find. Expect to pay between \$10 - \$25 each.

EDITOR  
(if you guys are getting tired reading about '36 stuff, I am willing to accept articles from other members about their favorite year.)





## **A BIG PROJECT!**

*Dave Gunnarson*

A fellow at work asked me why I had joined a "car" group if I was the only one that had a big truck. I explained the Ford and V8 connection but I could tell that it just didn't excite his imagination. To understand why I have a 1935 Ford 1½ ton truck, you have to understand how my imagination got excited.

When I was 15 years old, I fell in love with the VW bug. The older the better. Amazingly my parents allowed me to purchase a 1957 bug for \$50 that was on its way to the scrap yard that year. I jumped at it because it was the first oval window bug I had ever seen. It was black with a very nice clean red interior. I attempted to restore it but eventually gave up due to a lack of money, experience, storage space and severe body rust.

During high school and college I owned many cars, all VW's, and began to accumulate experience and tools. About 10 years ago I saw a 1936 Chevy on the side of the road with a for sale sign. I purchased it and realized that it was my first American-made car. I wasn't prepared for this car either. I had no garage, no experience and no place to store parts. What was most discouraging was the body was primarily wood and much of the wood had rotted. I also discovered that there are a lot of parts and pieces to a big 4-door passenger car. I sold it and thought that some day I would find a simpler all-steel vehicle.

I took my time deciding what to restore next by doing a fair amount of reading and research. I also was in the process of building a new house and knew I'd finally have a garage. Most importantly, I developed several key criteria that the next vehicle would have to meet. It had to fit into my garage which limited it to fitting through a 8'x8' garage door and be less than 23 feet long. It had to be neat looking and fun enough to keep up my interest for many years. It couldn't be anything exotic (the more common the better) to keep the costs down and parts easier to find.

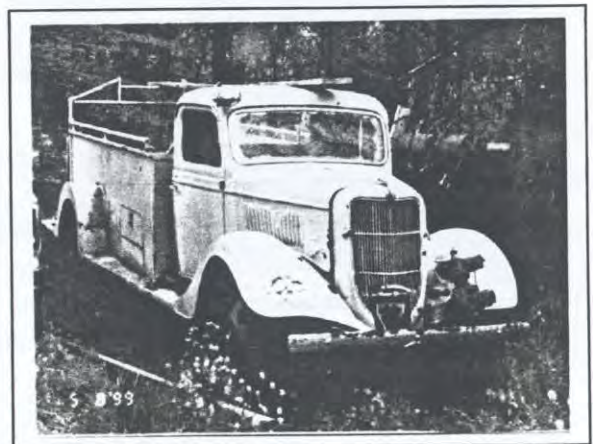
While I've always liked cars, I've liked trucks more. I realized that most of them only have a cab and fewer parts making restoration a bit easier. Also, the initial cost of a truck was less than most cars. Since I do numerous projects around our house, I also knew it would be handy to have a truck to haul supplies. Finally, I liked the idea of restoring a truck since it was somewhat out of the ordinary.

I joined the *Antique Truck Historical Society* whose focus is on preserving American trucking heritage. Most of their vehicles are the large highway type -- generally 1½ tons and up. Being a member of the

ATHS made me appreciate these trucks and be in awe of the resources, talents and initiatives to tackle a truly LARGE vehicle. It also taught me that working on such a large vehicle was not for me.

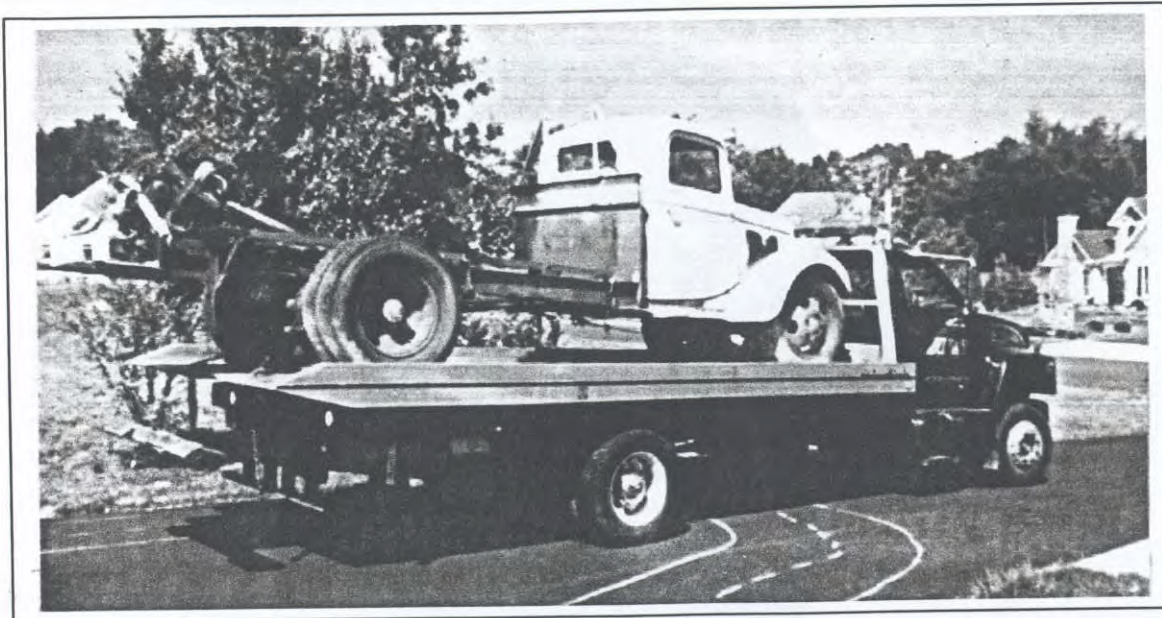
At the same time I subscribed to *This Old Truck* magazine. Its focus is all on all kinds of trucks up to 1½ tons. I decided that the trucks featured in this magazine were the kind of truck I was after, but which one? The pickups were interesting, but what caught my attention was the bigger trucks. I limited myself to Ford, Chevy or Dodge and focused on Ford because I generally like the body styling better. I purchased James K. Wagner's book *Ford Trucks Since 1905* and focused first on style and worry about other considerations later because I knew that attractive styling would help hold my interest. After many late nights thumbing through Wagner's book, the 1935-1936 1½ ton styling was the winner.

For about a year I looked for a truck that was in my budget but wasn't a basket case. Most were on the west coast and the cost of transportation was more than I wanted to spend for the truck itself. Finally in May last year I saw an ad in *Hemmings* for a 1935 Ford fire truck located in Bowie, Maryland. With no expectations, I went to look at it and was surprised to find a truck that I could get excited about. It was mostly complete but not running. It came with a spare engine and the amount of work needed to get it running again didn't seem overwhelming. Even though it was the long wheel base version, it would fit in my garage.



A quick examination revealed that before it was converted to a fire pumper truck it had seen service for another purpose. The fire engine red paint was all peeling revealing the original black paint, the fire apparatus seemed to be of marginal quality and the quality of installation was rather amateurish. Unfortunately, the seller didn't have any history of the truck, and I have been unable to locate any information about its past as well. Before I had the truck delivered, the seller cut off the 500-gallon tank and body leaving the frame rails, chassis and cab. I could tell that at

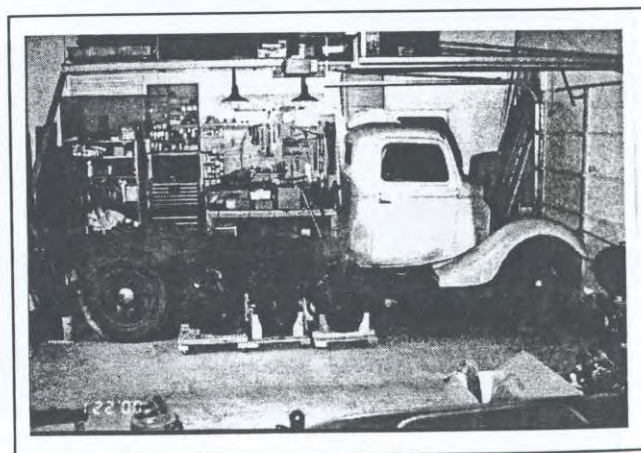
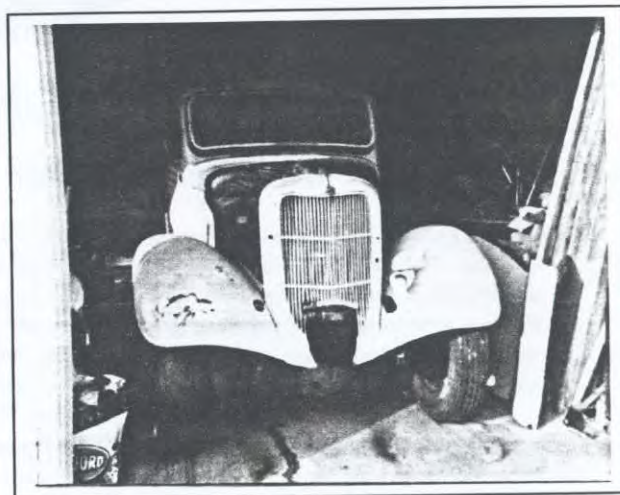




some time in the past, all of the exterior paint had been removed and a primer applied. The interior of the cab was a mass of peeling red paint and there was a rats nest of wires and extra switches mounted in the dash

Another friend at work found out that I had an old Ford truck and told me I could take parts from an abandoned truck at his uncle's farm if I was interested. The abandoned truck turned out to be 1936 1½ ton 157" which had been disassembled 40 years ago and strewn all over the ground. A forest has grown around the truck, but it's free and I could have I wanted anything as long as I dragged it out myself. Hopefully I'll soon have it all stashed behind my house.

Since I've had the truck in my possession, I've been concentrating on slowly and carefully disassembling the truck, taking lots of pictures, learning lots from some very nice people and buying parts. I've discovered that truck parts are big and heavy and it seems like there are a million and one holes to patch from where there used to be pipes, wires, hose bibs, etc. However, I'm enjoying the process and there are no complaints. The plan at the moment is to put a stake bed on the back and finish the cab in Vinyard Green. With two small boys and a very understanding wife, it may take a while to get the truck all together again, but I'm making slow and steady progress thanks in large part to the *Early Ford V8 Club*.







## FORD PARTS-EXCHANGE PLAN now includes breaker plate and point assembly

ANOTHER step toward minimum service costs for Ford owners. The distributor breaker plate and point assembly joins the list of Ford factory-exchange items. Further evidence that Ford is determined to make it as convenient and inexpensive as possible for Ford owners to maintain the high efficiency of their cars.

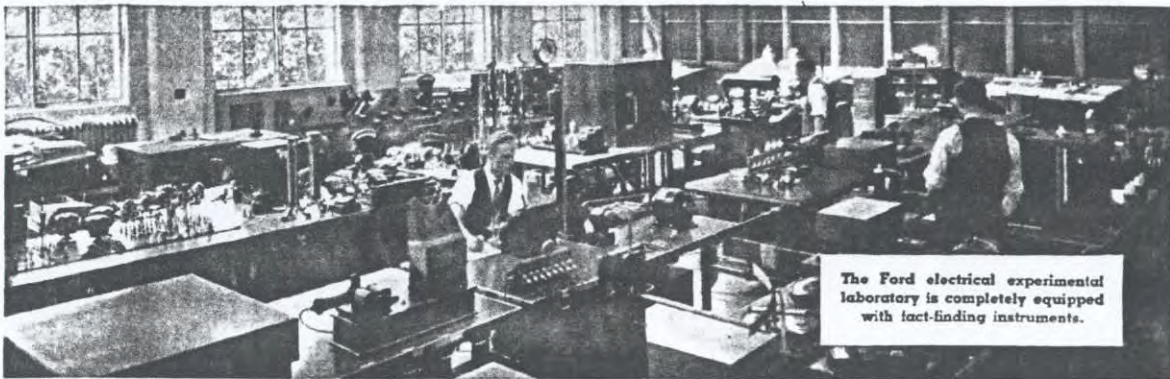
Engine performance depends largely upon the breaker-points which are opened and closed more than six thousand times in every mile of operation. When they are kept in good condition, they also help to insure instant starting in cold weather.

In these points, as in every Ford part, finest materials are used. Microphotographs are made to determine grain structure — life tests are constantly run to make sure they will stand up in service.

The factory-exchange breaker plate and point assembly includes the plate, spring, and the two sets of contact points. Like all other factory-exchange units, this assembly is low in price. Genuine Ford Parts are precision made — they always fit. Have this new breaker plate and point assembly exchange on hand in order to serve your customers promptly.



### FORD MOTOR COMPANY—DEARBORN, MICHIGAN



The Ford electrical experimental laboratory is completely equipped with fact-finding instruments.

Ford Dealer & Service Field for December, 1935

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\*\*=New Address

Year 2000 Northern Virginia Regional Group As of 3/1/00

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| LAST NAME | FIRST & SP.        | ADDRESS                 | CITY            | STAT | ZIP        | PHONE        | CAR 1               | CAR 2              | CAR 3              |
|-----------|--------------------|-------------------------|-----------------|------|------------|--------------|---------------------|--------------------|--------------------|
| Alexander | Allan, Beverly     | 8311 West Blvd. Dr      | Alexandria      | VA   | 22308      | 703-360-6488 |                     |                    |                    |
| Arlington | Nick, Kathy        | P. O. Box 738           | Gainesville     | VA   | 20155      | 703-754-2827 | 1941 Pickup         | 1935 Roadster      | 1940 Convert       |
| Amster    | Hank, Bea          | 8543 Foal Court         | Gainesville     | VA   | 20155      | 703-753-9575 | 1941 S D/L Convert  |                    |                    |
| Blum      | Dave, Norma        | 9495 Coral Crest Lane   | Vienna          | VA   | 22182      | 703-281-1654 | 1953 Linc Cabri Con | 1938 Conv Sed      | 1946 Spr Dix Conv. |
| Boardman  | Brian, Kelli       | 2220 W. 35th Court      | Anacortes       | WA   | 98221      | 703-643-2661 | 1948 Merc Coupe     |                    |                    |
| Bowers    | Jack, Millie       | 59 Rutherford Circle    | Sterling        | VA   | 22065      | 703-450-5673 | 1941 Tudor Del      |                    |                    |
| Burns     | Ken, Helen         | 10409 Stallworth Court  | Fairfax         | VA   | 22032      | 703-978-5939 | 1941 Super Dix SW   | 1941 Super Dix SW  |                    |
| Chase     | Paul, Ella         | 9016 Fox Lair Dr.       | Burke           | VA   | 22015      | 703-978-5669 | 1952 Victoria       | 1941 S.D. Sedan    |                    |
| Clark     | Bob, Betty         | 4763 Tapestry Drive     | Fairfax         | VA   | 22032      | 703-323-5217 | 1936 Tudor          |                    |                    |
| Culpepper | Garland & Kathlee  | One Lynn Drive          | Portsmouth      | VA   | 23707-101  | 757-393-0535 | 1940 Std Coupe      | 1936 4dr Dix Hmpb  | 1941 Lincoln Zephr |
| Cummings  | Leo                | 7922 Hillstream Court   | Springfield     | VA   | 22153      | 703-866-9707 | 1950 Mercury Mont.  |                    |                    |
| Dawkins   | Stephen, Jane      | 624a Fleming St         | Key West        | FL   | 33040      | 703-313-8652 | 1947 Mercury Seda   | 40 Merc 4Dr Cvt    |                    |
| Dubois    | Hank, Cynthia      | 3627 West Ox Road       | Fairfax         | VA   | 22033      | 703-476-6919 | 1935 3w Coupe       |                    |                    |
| Farkas    | Michael            | 7294 Opal Rd            | Warrenton       | VA   | 20186-867  | 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 | 1934 Del Roadster   | 1934 Deluxe Fordor | 1934 Sid 5W Cpe    |
| French    | John, Yvonne       | 1881 Luce Creek Dr.     | Annapolis       | MD   | 21401      | 410-266-6964 | 1935 TUDOR          | 1934 1 Ton Panel   | 1949 Tudor         |
| Gall      | Mike               | Rd 1 Box 58             | Osterburg       | PA   | 16667      | 814-276-3848 | 1936 3w Coupe       | 1946 2 Ton Coe     | 1953 Linc Conv     |
| Gipson ** | Stephen            | 12107 Lime Plant Rd.    | New Market      | MD   | 21774      | 301-459-5302 | 1940 Del Coupe      | 1940 Sedan Del     |                    |
| Girman    | John & Patty       | 10407 Hunt Country Ln   | Vienna          | VA   | 22182      | 703-242-1459 | 1946 Tudor          |                    |                    |
| Green     | Cliff & Sandra     | 6214 Miilita Court      | Fairfax Sta     | VA   | 22039      | 703-426-2662 | 1940 Sta Wagon      | 1936 Phaeton       |                    |
| Green     | Dwight             | 43 S. Rogers St.        | Hamilton        | VA   | 20158      | 540-338-3606 | 1932 Pickup         |                    |                    |
| Gunnarson | David              | 10707 Eliles Court      | Fairfax Station | VA   | 22039      | 703-425-7708 | 1935 1 1/2 Ton      |                    |                    |
| Handy     | Wayne, Joyce       | 6361 Lakeway Drive      | Mechanicsville  | VA   | 23111      | 804-746-1376 | 36 Tudor            | 36 4DrConvSedan    |                    |
| Hardesty  | Von                | 2374 N. Oakland St.     | Arlington       | VA   | 22207      |              | 1941 Sedan          |                    |                    |
| Hardin    | Cliff, Judy        | 10463 Dahlgren Rd.      | King George     | VA   | 22485      | 540-775-9524 | 1940 Std Tudor      | 1941 S Dix Sta Wgn |                    |
| Hill      | Jerry N. & Joyce S | P. O. Box 7110, Rt. 768 | Irvington       | VA   | 22480      | 804-438-5450 | 1940 Merc Convert   | 1946 2 Dr Cpe      | 1940 Merc Sed/Cp   |
| Hinkle    | John ,Dorothy      | 609 Brush Creek RD      | Winchester      | VA   | 22603-161  | 540-888-4131 | 1950 Tudor          |                    |                    |
| Javaras   | Jason, Dolores(De  | 6401 Harrison Rd        | Fredericksburg  | VA   | 22407      | 540-768-5819 | 1940 Std 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      |                    |                    |
| Kearney   | Mike               | 2012 Wolfttrap Oak Ct.  | Vienna          | VA   | 22182      | 703-821-3423 | 1937 1/2 Ton P/U    | 1936 Cabriolet     |                    |
| 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      |                    |                    |
| Lombard   | Don , Tina         | 9505 Oak Stream Court   | Fairfax Sta     | VA   | 22039-265  | 703-690-7971 | 1953 Tudor          | 1957 Convert       | 47 SupDix Club Cp  |
| Lumpkin   | Tom , Beverly      | 13817 Mills Ave.        | Silver Spring   | MD   | 20905      | 301-384-7318 | 1936 Dix Roadster   | 1938 4dr Sedan     |                    |
| Lunt      | Gerald             | 260 Parkway St.         | Winchester      | VA   | 22601-5144 |              | 1941 S D/L Fordor   |                    |                    |



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|---------------|--------------------|-------------------------|-----------------|-------|-----------|--------------|-----------------------|---------------------|----------------------|------|
| Kranich       | Robert             | 6129 Vista Drive        | Falls Church    | VA    | 22041     | 703-824-3669 |                       |                     |                      |      |
| Mascali       | Ed, Debbie         | 2015 Pimmit Dr          | Falls Church    | VA    | 22043     | 703-893-6429 | 1933 Ford 1/2 Ton Pu  |                     |                      |      |
| Maunder       | Dave               | 9707 Tiny Court         | Burke           | VA    | 22015     | 703-866-4432 |                       |                     |                      |      |
| Mazzie **     | Bruce, Deborah     | 3100 Rolling Meadows Ct | Monrovia        | MD    | 21770     | 302-924-0347 | 1934 Roadster         | 1934 Phaeton        |                      |      |
| McDaniel      | Jim, Char          | 6904 Loudoun Lane       | Springfield     | VA    | 22152-333 | 703-569-6699 | 1951 Tudor            | 1952 F-1 Pickup     |                      |      |
| McIninch      | Dick               | 215 Stoney Creek W.     | Nellyford       | VA    | 22958     | 804-361-2568 | '36 Dix Touring Sedan |                     |                      |      |
| Moore-Hall    | Jeannette, Barry H | 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 | 1948 Coupe HR         |                     |                      |      |
| Okeson        | Lars, Cindy        | 2058 Planters Drive     | Huddleston      | VA    | 24104     | 703-404-0439 | 1942 Spr Dix Wgn      | 1952 F1 Pick-up     |                      |      |
| O'Neill       | Patrick, Diane     | 5037 Head Ct.           | Fairfax         | VA    | 22032     | 703-503-8623 | 1937 1/2 T. Pickup    |                     |                      |      |
| Painter       | Victor             | 129 S. Fenwick St       | Arlington       | VA    | 22204     | 703-892-2441 | 1952 Panel            |                     |                      |      |
| Pieper        | Steve              | 3047 Promenade Place    | Oak Hill        | VA    | 20171     | 703-860-2801 | 1940 Pickup           | 1936 Std 5W Cpe     | 1932 Dlx 3W. HR      |      |
| Potter        | Buzz, Virginia     | 10700 Lockland Rd       | Potomac         | MD    | 20854     | 301-299-9099 | 1936 Pheaton          | 1936 Trunk Sed, Std | 1935 Pheaton         |      |
| Richlen       | Scott, Debbie      | 5133 Bradfield Dr.      | Annandale       | VA    | 22003     | 703-425-1689 | 1940 Dlx Tudor        |                     |                      |      |
| Ross          | Don, Evelyn        | 250 Scenic View Dr      | Ft Thomas       | KY    | 41075     | 606-441-3228 | 1935 Cabriolet        | 1935 Sb Sedan       | 1935 Pheaton         |      |
| Ross          | S. L. Lela         | 8358 Orange Court       | Alexandria      | VA    | 22309     | 703-360-3310 | 1936 Conv Sedan       | 1936 3w Coupe       | 1948 Linc Cont Ca    |      |
| Roebuck       | Jim, Diane         | 13026 Smoketown Rd.     | Woodbridge      | VA    | 22192     | 703-491-3942 | 1948 Mercury 4Dr      |                     |                      |      |
| Ryan          | John               | 108 Tapawingo Rd S.E.   | Vienna          | VA    | 22180     | 703-281-9686 | 1932 Tudor            |                     |                      |      |
| Selley **     | William            | 12111A Elm Forest Way   | Fairfax         | VA    | 22030     | 703-679-9462 | 1941 1 Ton Panel      |                     |                      |      |
| Shaw          | Tom, Sarah         | 38756 Lime Klin 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          |                      |      |
| 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 Dlx Tudor  |                     |                      |      |
| Sumner        | Eric, Nancy        | 1355 Oakshire Court     | Herrndon        | VA    | 20170     | 703-709-4164 |                       |                     |                      |      |
| Sweet         | John L. ,Monica    | 1565 Old Eaton Lane     | Reston          | VA    | 20194     | 703-437-4898 | 1953Linc. Capri Convt |                     |                      |      |
| Sykes, Jr. ** | Beverly            | Rt 7 Box12850           | Berkeley Spring | W. Va | 25411     | 304-258-1858 |                       |                     |                      |      |
| Tindall       | Bill, Sylvia       | 5217 Dunleigh Glen Lane | Burke           | VA    | 22015     | 703-323-6151 | 1948 Convert          | 1948 Del Tudor      |                      |      |
| Vaughn        | Hubert(Red), Dorot | 3306 Royale Glen Ave    | Davidsonville   | MD    | 21035     | 301-261-4395 | 1940Linc Cont. Cabr   |                     |                      |      |
| Vincent       | Bill, Louise       | 31 Beech Drive          | Stafford        | VA    | 22554-121 | 540-752-0162 | 1940 Convert Dlx      | 1935 Sedan Dlx      | 1951 Sedan Custo     |      |
| Welch         | Gene, Jeanne       | 1773 Macedonia Church   | White Post      | VA    | 22663     | 703-869-7475 | 1936 coupe, 1947 1/   | 1941 Super D/L For  | 51 Cust. D/L 4Dr. 53 |      |
| Wells **      | Jim, Eva           | P.O.Box 2173            | 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           |                     |                      |      |
| Whelihan      | Alan, Joan         | 4975 Winchester Blvd.   | Frederick       | MD    | 21703     | 301-831-8594 | 1947 Linc Cont Cab    | 1940 Linc Cont Cab  |                      |      |
| Westrate      | David, Barbara     | 11605 Helmont Dr        | Oakton          | VA    | 22124     | 703-620-9597 | 1939 Dlx Station W    | 1939 Std Sta Wagon  |                      |      |
| Wild          | Bob, Jane          | 104 Mosby Cir.          | Warrenton       | VA    | 20186     | 540-347-0725 | 1951 Convert          | 1949 F-1            | 1951 Sta Wag         |      |
| Williams      | Gilbert            | 8232 Robey Ave          | Annandale       | VA    | 22003     | 703-560-8829 | 1939 Pickup           |                     |                      |      |
| Windingland   | Nancy              | 301 Sycamore St.        | Falls Church    | VA    | 22046     | 703-241-4562 | 1936 Roadster         |                     |                      |      |



EARLY FORD V8 CLUB OF AMERICA

Plan on spending part of next year's vacation enjoying some southern hospitality, courtesy of the Piedmont-Carolina's Regional Group.



## **CAROLINA 2000 Eastern National Meet**

**June 7-10, 2000**

**At the LOWE'S MOTOR SPEEDWAY Concord, North Carolina**

### **Eastern National Meet Special Features**

- \*Free welcome party/cookout
- Tours of NASCAR race shops
- Bar-B-Que at the speedway
- Free tours of Dennis Carpenter Ford Reproductions
- \$500.00 gift certificate from Dennis Carpenter to be given away at the Welcome Party
- Automotive swap meet
- Seminars
- Chance to win a 1950 Ford raffle car
- Concourse Judging
- Informal awards banquet (leave those coats and ties at home!)
- Drive your early Ford around the high banks at Lowe's Motor Speedway!
- Shopping Tour (Southeast's largest outlet mall 2 miles from the Lowe's Motor Speedway)
- Camp sites available 1/2 mile from the speedway

\*FREE TO ALL WHO PRE-REGISTER. MINIMUM CHARGE TO ALL OTHERS. FOR MORE INFORMATION CONTACT FLETCHER LITTLE. (704) 455-2409

### **Event Headquarters Hotel for the Eastern National Meet**

The **Hampton Inn and Suites Hotel** located on Speedway Blvd. at Concord Mills in Concord, North Carolina is the headquarters hotel for the Eastern National Meet. You must be registered for the car show to obtain the special lodging rates.

AUBIE COOK 979-5600

TO RECEIVE THE SPECIAL ROOM RATES: After you register for the car show call ~~Tracy Poteat~~ at 704-793-9700, state that you are registered for the Ford national meet and that you wish to make hotel reservations. Do not make your hotel reservations through the hotel desk. All rooms have either 2 double beds or 1 king size bed.

| <b>Room Type</b> | <b>Room Rate</b>   |
|------------------|--------------------|
| King Standard    | \$95.00 + 11% tax  |
| Double Standard  | \$95.00 + 11% tax  |
| King Whirlpool   | \$101.00 + 11% tax |
| Double Suite     | \$115.00 + 11% tax |
| King Suite       | \$115.00 + 11% tax |



## **February Membership Meeting Highlights**

Attendance was lighter than normal for the February meeting but over fifteen members found their way to the Clark House, our temporary meeting place. They viewed a video on the care and feeding of Ford hydraulic brakes. This video was produced from a film strip and phonograph records used by Ford to train their dealers and staff on the new hydraulic brakes for the '39-40 Fords. The discussion after the video focused on types of linings available and where members could get brake linings arced. As a follow-up to the Pieper garage tour, Dave Gunnarson announced that he is checking on a club purchase of a product that produces a raven-black finish on metal parts and passed around a sign-up sheet for interested members. Mike Mote supplied refreshments.

## **National News**

V8 Times is now one of the most popular car magazines in the trade. Advertising has grown and so will the number of pages.

The V8 Times is looking for a 1933 Tech Advisor.

The new National Chief Judge will be Waymond Brownlee. The new Deputy National Chief Judge is our own Mike Gall. The Judging Standards Committee Chairman is Jay Temple.

The membership rebate program will continue in 2000. The Regional Groups will get \$5 from the National for each new member. (Ed. We received a check for \$20 in 1999.)

Meeting Locations: Central Meet 2001 by Kansas City RG at Branson, MO; Western Meet 2002 by Big Valley RG at Cal State Univ.

## **Nuts & Bolts**

In the President's Message, Dave Westrate describes the progress on his '39 Woodie as he and Eric Sumner got the engine fired up for the first time. Congratulations! Does that mean we'll see the Woodie at the Fairfax Car Show?

Jim McDaniel has been busy, too. He bought Lars Okeson's '52 F-1 pick-up before Christmas. Since then, the truck has a new engine; new oversized clutch, pressure plate and throw-out bearing; new shocks; new brakes and rebuilt wheel cylinders; new solenoid and

rebuilt starter; new coil and ignition wires; new second tail light; anti-rattle kits for the door glass. The carburetor has been cleaned but needs a little more work. Jim says he's having fun driving it but he's installing new temperature sending units before he drives it for any length of time. Maybe we'll see Jim in his new truck on the next tour.

## **Fairfax Car Show**

Dave Westrate and John Girman met with Eric Dickerson to initiate planning of the Fairfax Car Show. The City of Fairfax will provide the same support for the May 13 Car Show as they have in the past. Possible new features being planned for this year include Harley-Davidson motorcycles and a demonstration of a Model T take-apart car. NVRG is also examining ways to increase advertising.

## **Special Thanks**

Hank Dubois produced the annual calendar for NVRG activities and Hank Amster produced the member list included as a special insert in this issue of the VC.

### **Boot Hill Junkyard Tour**

(aka Snake Tour)

Visit an Auto Grave Yard from the '40's & '50's  
near Strasburg, VA

**Saturday, March 18**

Depart Fair Oaks Parking Lot at 9:00 AM sharp  
Rolling stop at Wendy's, Gainesville: 9:20 AM

Lunch at High Neighbor Restaurant, Strasburg  
Alternative activity: Visit nearby antique shops

For more information call:

Steve Pieper 703-860-2801

Von Hardesty 703-276-7579

### **NVRG Van Pool**

**Saturday, March 25**

To Sugarloaf AACA Parts Meet  
Frederick, MD

Meet at the Fair Oaks parking lot  
near the Holiday Inn.

8:00 AM







**BOARD OF DIRECTORS  
NORTHERN VIRGINIA REGIONAL GROUP**



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

|   |           |                                  |          |
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| Tours: <b>Von Hardesty/Steve Pieper</b> | 276- 7579 | Newsletter: <b>Cliff Green</b>   | 426-2662 |

**Location Change:** The next general membership monthly meeting will be at 7:30 on the *second Tuesday* of the month at the historic **Clark House**, located at 6332 Barcroft Mews Dr., adjacent to Barcroft Shopping Plaza on Columbia Pike near Lincolnia Rd. (Hunter House, our usual meeting house, is undergoing termite repair.)  
**SEE YOU THERE.**



**FIRST CLASS MAIL**

**Regional Group 96  
Early Ford V8 Club  
Post Office Box 1195  
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