



Northern Virginia Regional Group



VALVE CLATTER



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

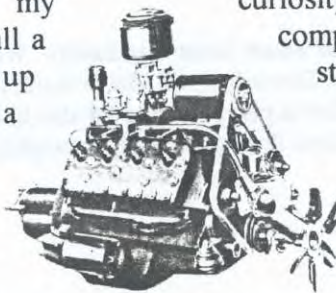
Volume XXIV, No. 1

January 2001

Cliff Green, Editor

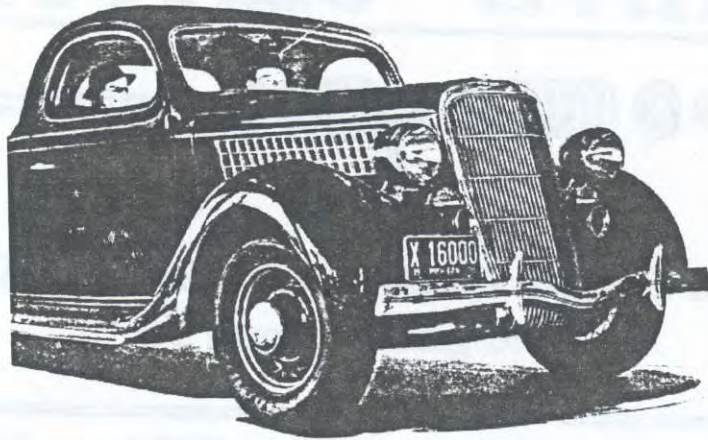


When I saw this photo in the February, 1941 issue of *FORD NEWS*, I was impressed that this vehicle could tow a trailer! Because of the wood, the station wagons haul around 300 lbs. more than a sedan to start with, and I fight over heating all the time in my '40. So, the article reveals that this picture is of the equipment and staff of a research expedition of the US Bureau of Standards, Department of Commerce and was taken in Recofe, Brazil. Now, I know Brazil is not a cool place, so this really got my curiosity up! The clue to how they achieve complete portable radio laboratory over all steep mountain grades, this Ford 95 horsepower engine and a special transmission." Ah ha! Where can I find one of these? This is the special ordered, usually by Government. That 11.7% more difference.



The Mercury 99A block has different heads with a compression ration of 6.3:1 vs. 6.12:1 for the 85 hp. The stroke is the same at 3.75 in, but the bore is 3 3/16 vs 3 1/16. The Mercury version introduces heavier rods and crankshaft, thus it was/is popular with the hot rodders. The engine was conservatively rated at 95 hp by Ford, where it actually was developing close to 100hp.

Editor



UP FRONT With the President

January, 2001

January, 2001

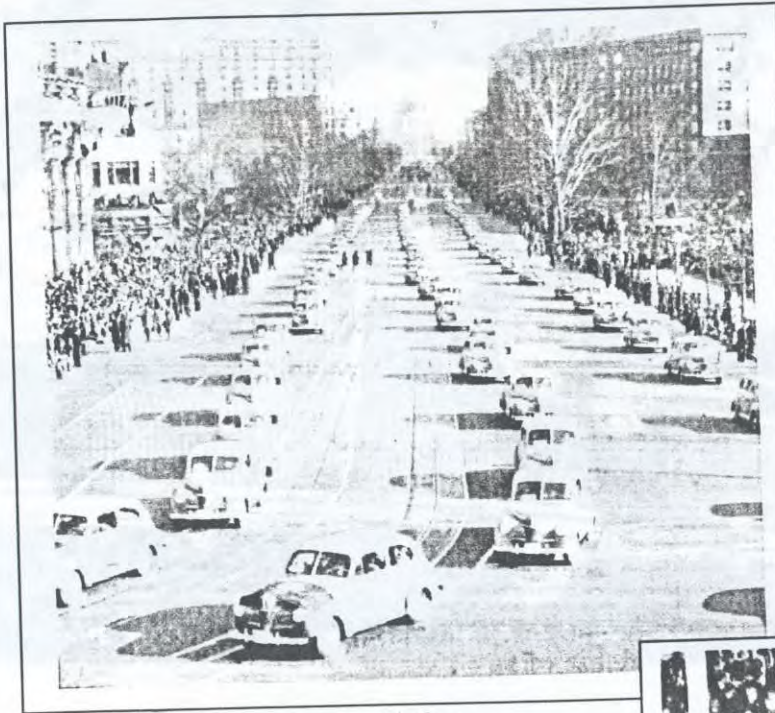
Happy New Year from Vermont! Cindy and I are here for the holidays, and as I write this message it's snowing outside with eight to twelve inches of snow expected, on top of the several inches that are already here. While in Vermont, I've managed to include a couple of V-8-related activities in our itinerary. With the help of Cindy's brother John, I salvaged a part from the remains of a '37 pick up located in the woods at the family camp in Reading, Vermont. I also visited Ron Holleran in Chester, Vermont to check on the engine that Ron is building for me. Ron is a talented engine builder who has written an interesting book on building performance flatheads.

I'm honored to be selected by the Board of Directors as your president for 2001. I've been on the Board for quite a number of years now and I've seen our club grow and prosper during that time. I'm proud to have been a part of the effort that went into making our club the vibrant organization that it is today, and I'm looking forward to working with the board to make 2001 a fun and fulfilling year for all of our club members. Our first board meeting, later this month, will be devoted primary to planning for the upcoming year and will focus on programs, tours and activities, and our annual show. If you have any thoughts or ideas that you think should be considered by the Board, please let us know we welcome your input!

I'm hoping to bring our recently-purchased woody home this month. Weather conditions, schedule conflicts, and the holidays prevented this from happening in December. I'd like to thank the club's '39 experts, Dave Westrate and Eric Sumner for helping me inspect the car prior to purchase, and I'd also like to thank Charlie Morrison for agreeing to help me transport the car from New Jersey. These three guys really exemplify what our club is all about--V-8ers helping V-8ers!

The very best to all of you in 2001!

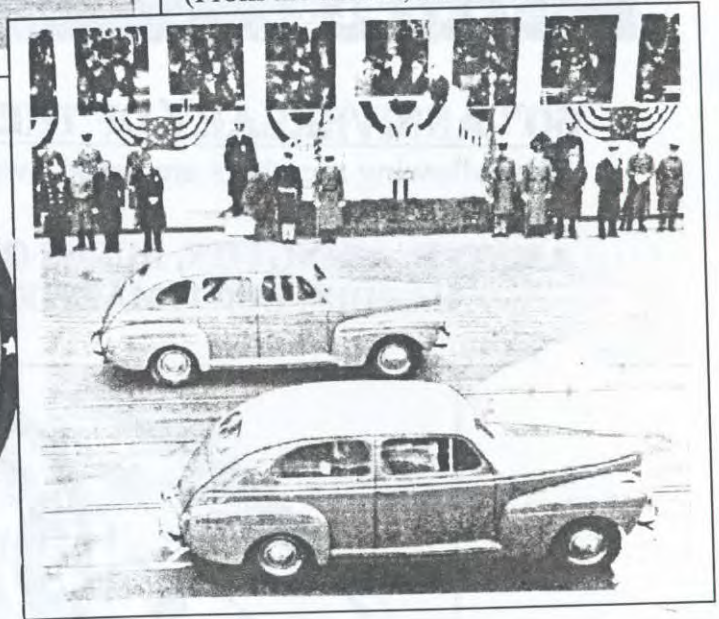
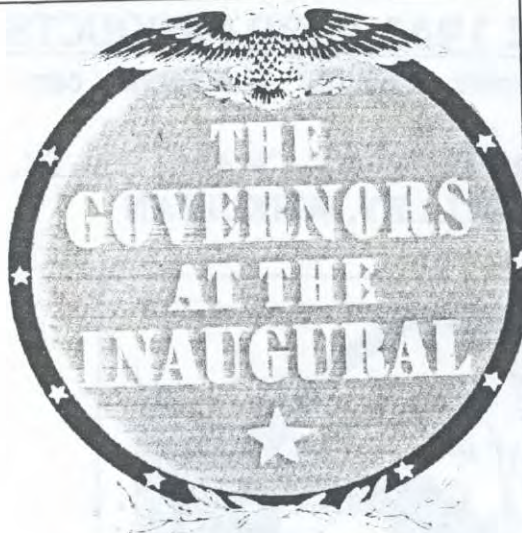
Hank



ATTENTION WAS CENTERED ON THE NATION'S CAPITAL JANUARY 20TH, 1941, WITH COLORFUL CEREMONIES, FRANKLIN D. ROOSEVELT WAS INAUGURATED FOR THE THIRD TIME AS PRESIDENT OF THE UNITED STATES.

A FEATURE OF THE INAUGURAL PARADE IN WASHINGTON WAS THE MILE -LONG PROCESSION OF 140 FORD V-8 CARS THAT CARRIED VISITING GOVERNORS AND THEIR OFFICIAL FAMILIES

(From the March, 1941 *FORD NEWS*)



MYSTERY MEMBER

Who is the mystery man for January? Is it the new President of the US? The President of NVRG? Any kind of President? What is happening here – is it a new way to commute? Find the answers on page 8!

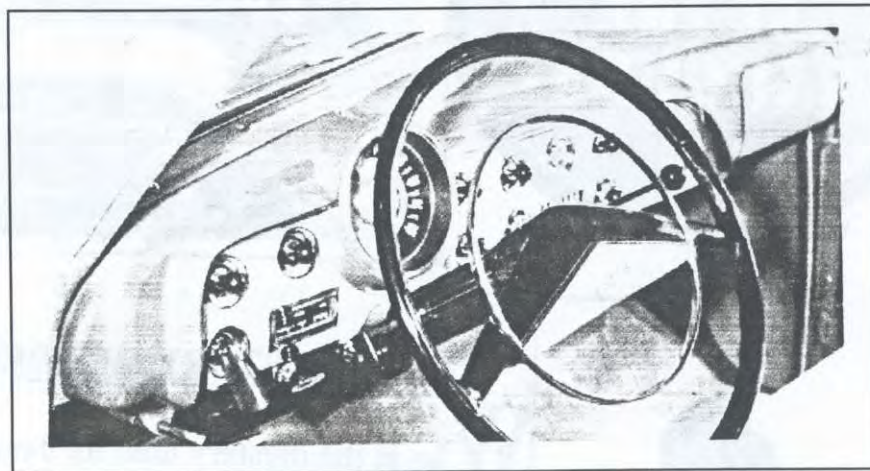




60TH ANNIVERSARY OF THE 1941 FORD PRODUCTS

The following members are proud owners of the 60th Anniversary cars:

AMSTER, ARINGTON, BURNS (2), BOWERS, CHASE, FOLTZ,
HARDIN, LUNT, MAZZIE, SELLEY, WHELIHAN



50TH ANNIVERSARY OF THE 1951 FORD PRODUCTS

The follow members are proud owners of the 50th anniversary cars:

WILD (2), VINCENT, MARTIN, McDANIEL, SHAW

The Washington Times
 Friday, December 8, 2000



Charles O'Neal (left) and Nolan Houghton prop open the Mount Ararat Baptist Church doors for Bill Vincent's convertible.

Driving home faith



Photos by Michael Cannon/The Washington Times

Mr. Vincent's 1940 Ford Deluxe is ever-so-carefully guided through the doorway of the Stafford, Va., house of worship yesterday.

VIRGINIA

Antique Ford plays major role in church's Christmas pageant

THE WASHINGTON TIMES

When Henry Ford envisioned a car in every household, he didn't say anything about churches. But Mount Ararat Baptist Church in Stafford, Va., has created a reserved parking place for one 1940 Ford convertible — in the foyer.

The car's owners, Bill Vincent, 85, and his wife Louise, 81, members of the Fredericksburg Antique Car Club, drove their car into the foyer yesterday morning in preparation for a church pageant.

"We had to take the double doors off and put them back on [to get the car in]," Mr. Vincent said. Throughout the day, congregants filled the church foyer and auditorium with other 1940s-era objects for the pageant, "I'll Be Home for Christmas."

"The story revolves around a family in San Francisco in the weeks leading up to Pearl Harbor," said the Rev. Bill Simpson. "It's all about hope."

The pageant will run tonight through Sunday at 7:30 p.m. with a matinee tomorrow at 2 p.m. The Vincents have tickets for



Mr. Vincent's vintage vehicle will be on display through the weekend as a prop for a Christmas pageant set in 1941.

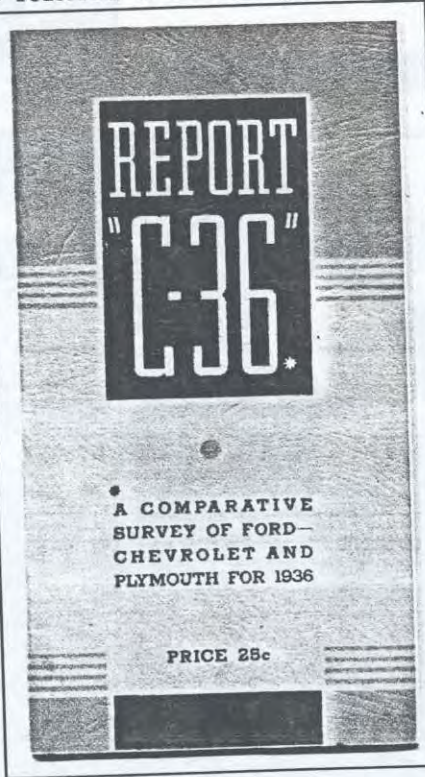
tonight.

"When we left [the church], they were gonna put a couple bows on it," Mr. Vincent said.

AFTERMARKET SALESMEN'S AID

Henry Ford never compared his cars to the competition by name. In advertising, dealer material, customer handouts, Chevy, Plymouth and others were referred to by A, B, C, etc. Henry's philosophies were that the Ford V8 was a superior automobile and could stand on its own without calling comparisons to others. Even the "Factograph", the flip charts that displayed the features of the Fords of 1935 - 1938, always referred to the competition by letters. Of course Chey and themselves with Ford, department. Now, what were produced literature for the depicting their virtues, but each feature against other

Report "C-36", published by the is one such booklet that seeks to salesman inner coat pocket, it of Ford, Chevrolet and Plymouth proposes to be "a confidential survey made to acquaint you, the unbiased survey of facts, but is left side of each page list how and on the right, how bad the of the brake system touts Ford small leak in the hydraulic It is THE most bias Ford book armed the salesman with talking that a customer might bring up about the competition.



SECO publishing Co, Detroit, compare! Sized to fit the provides a comparative survey for 1936. Price \$.25. It report of analytical and field public, of the intrinsic values cars." It is supposed to be completely pro Ford. On the great Ford is in such and such, others are! Even comparison mechanical as safer, since a system renders brake failure. that one could read - yet it points on any specific area

There are 45 pages of comparisons and summaries touting the Ford advantage - fun reading!

<p>FORD-CLEAR VISION</p> <p>SIMPLICITY</p> <p>Read at once maximum clear vision in all directions. The simple removal of obstruction, correct polarity, absence of variations in focus, all contribute toward making the Ford V-8 a "clear" car in vision.</p>	<p>CHEV.-PLY.-RESTRICTED</p> <p>COMPLICATION</p> <p>Restricted vision is caused by a complex lens system. The expense and bulk, in economy, policy, and in reliability, make them a worthy rival to the Ford V-8.</p>
<p>SAFETY GLASS ALL AROUND</p> <p>FORD</p>	<p>PARTIAL SAFETY GLASS</p> <p>CHEV. & PLY.</p>
<p>FORD-LONG LIFE ENAMEL</p> <p>Enamel bodies are finished in Ford body enamel, the most lasting and durable body finish known. It has unusual strength and is easy to clean.</p> <p>SAFETY-EASY DRIVING</p>	<p>CHEVROLET-LACQUER</p> <p>Chevrolet bodies are finished with lacquer, less resistant to the effects of sun and weather, it becomes dull, loses its original luster, becomes more difficult to polish.</p> <p>LESS-SAFETY, DRIVING EASE</p>

<p>FORD CENTRI-FORCE CLUTCH</p> <p>The Ford centri-force clutch utilizes centrifugal force to obtain "soft" gear action, without warping the plates of the clutch to transmit the full power of the engine under all conditions.</p> <p>FORD GEARS ARE SILENT</p> <p>The Ford transmission is silent in all speeds. It provides a smooth, quiet, progressive initial gear change. It is built to last.</p>	<p>CHEV. PLY.-CONVENTIONAL</p> <p>Chevrolet and Plymouth conventional clutches depend solely on a constant spring pressure which does not increase in relation with the varied clutch load demands, resulting in low efficiency.</p> <p>CHEVROLET GEARS NOISIER</p> <p>The Chevrolet transmission is noisy in normal and high speed driving. It has only partial ball-bearing gear support. The "square cut" gears are not as strong as the round cut gears of a square, ball-bearing transmission.</p>
<p>30 ANTI-FRICTION BEARINGS</p> <p>Ford has 30 anti-friction bearings. More bearings mean longer life. Ford has 30 anti-friction bearings, with their greater load carrying ability, wherever they are used to advantage.</p> <p>FORD V-8-LONG LIFE</p>	<p>FEWER ANTI-FRICTION BEARINGS</p> <p>Chevrolet has only 19 anti-friction bearings. This means more wear, more noise, more vibration, and more frequent oil changes.</p> <p>CHEV. PLY.-SHORT LIFE</p>



**NORTHERN VIRGINIA REGIONAL GROUP
EARLY FORD V8 CLUB OF AMERICA
STATEMENT OF OPERATIONS
January 1, 2000-December 31, 2000**



	2000 Actual	Budget
<u>INCOME:</u>		
Dues for Year 2000	\$1,290.00	\$900
50/50 Share	189.00	100
Fairfax Car Show Proceeds	1,222.80	800
Accessory Sales-Shirts, Hats	171.00	100
Fund Raiser-Willowcroft Winery	100.00	100
Other Income	47.00	-0-
TOTAL INCOME	<u>\$3,019.80</u>	<u>\$2,000</u>
<u>EXPENSES:</u>		
Christmas Party	\$ 759.13	\$700
Contributions	340.00	200
Accessory Purchases-Polo Shirts	286.85	-0-
Fairfax City Car Show Expense	-0-	100
Meeting Expense	-0-	100
Member Remembrance, Recognition	24.82	50
Name Tags	-0-	200
Newsletter	242.59	150
Picnic-Social	477.66	500
Post Office Box	64.00	65
Lebkicker Tour Expense	390.55	100
Supplies	205.87	50
Postage	484.77	385
TOTAL EXPENSE	<u>\$ 3,276.24</u>	<u>\$2,600</u>
<u>LOSS FROM OPERATIONS, YEAR 2000</u>	<u>\$ 256.44</u>	<u>\$600</u>
Bank Balance, January 1, 2000, From Year 1999 Statement		\$6,033.53
Subtract Loss from 2000 Operations as Above		256.44
		\$5,777.09
Adjustments: Add Prepaid 2001 Dues Not Included Above		225.00
Deduct Year 2000 Dues Included in Jan. 1 Balance		(825.00)
<u>Bank Balance, December 31, 2000</u>		<u>\$5,177.09</u>

Respectfully Submitted:
Hank Amster, Treasurer

TREASURER'S COMMENTS ON THE CLUB'S YEAR 2000 FINANCIAL OPERATIONS

The Statement of Operations for the year 2000 is shown elsewhere in the VALVE CLATTER. Our results show a loss from operations of \$256.44 for the year. Although our income was over \$1,000 higher than expected. This was mainly because of an increase in our anticipated membership dues income, reflecting an **all-time high of 86 paid members**, and an increase in the anticipated profits from the Fairfax Car Show. Our expenses were also higher than budgeted by about \$600 even though our budget was realistically developed to show an expected loss of \$600. The operating shortfall reflects the Board of Directors decision to make unanticipated donations to the Early Ford V8 Foundation, the Henry Ford Piquette Plant Foundation, and the Coalition Against Hunger. In addition, our expenses for Tours also reflected decisions by the Board to include previously unplanned activities related thereto. However, the end result shows another successful financial year for the club despite the minimal operations deficit. We look forward to another great year in 2001, based upon the continued enthusiastic and devoted participation of so many of our members.

MYSTERY MEMBER FOR JAN.

Of course, everyone knows **Dave Blum**. Those who have not bought a Ford from him, will (he is supposed to be retired, but is faking it!). Thank you for your participation on the board. Dave is going to the Ft.Lauderdale Auction and the Barrett Auction in Arizona and will give us a report.

MYSTERY MEMBERS NEEDED

When my hard drive crashed I lost some photos of future Mystery Members. If you have not appeared, please resubmit – also, I need more old photos to keep this feature going.

MEETING PROGRAMS

Steve Pieper, our new program chairman, seeks membership input for interesting topics. For that matter, every member should be on the alert for tours and programs that might interest the membership.

EMISSIONS EXEMPTIONS

Previous law in Virginia only exempted vehicles manufactured prior to the 1968 model from emissions inspections. The new law provides a rolling 25-year exemption.

JANUARY MEETING-FORD FILMSTRIP

Ford used 35mm film strips with a 12" record, to train sales personnel and mechanics prior to WWII. The dealer could obtain the latest entertaining and instructive slide films from their Ford branch. The latest available would be advertised in the *Ford Parts and Accessories Merchandising Bulletin*, and letters from the Branch.

Before the introduction of a new Ford product to the public, a film strip would be shown to salesmen so that they would be able to explain to customers, with some degree of assurance, about the new features, some of which were never mentioned in sales literature. Also, the mechanics were trained using this medium.

At Hershey last fall, I purchased a batch of cartons containing film strips and records only after I first found a vintage projector and screen to show them on, and talking the vendor down 50%! The boxes, containing a record and a can of film, were mailed fourth class (\$.11) to Mooers, NY, from the Ford Branch in Buffalo. Three of them had never been opened! A red sticker on the mailing box warned of records inside and to keep away from steam pipes.

Three titles will be shown at the January meeting with the original projection equipment. So, come and be entertained with this unique Ford training medium.
Editor

**IT'S DUES TIME ONCE AGAIN – PLEASE SUBMIT \$15 TO
HANK AMSTER, 8543 FOAL CT., GAINESVILLE, VA. 20155
You must belong to the National to be a member of any RG**



Names (include spouse): _____

Fill in ONLY PARTS THAT HAVE CHANGED: NO CHANGE, CHECK HERE

Address: _____

City/State/Zip: _____

Telephone (Home): _____ EMAIL ADDRESS _____

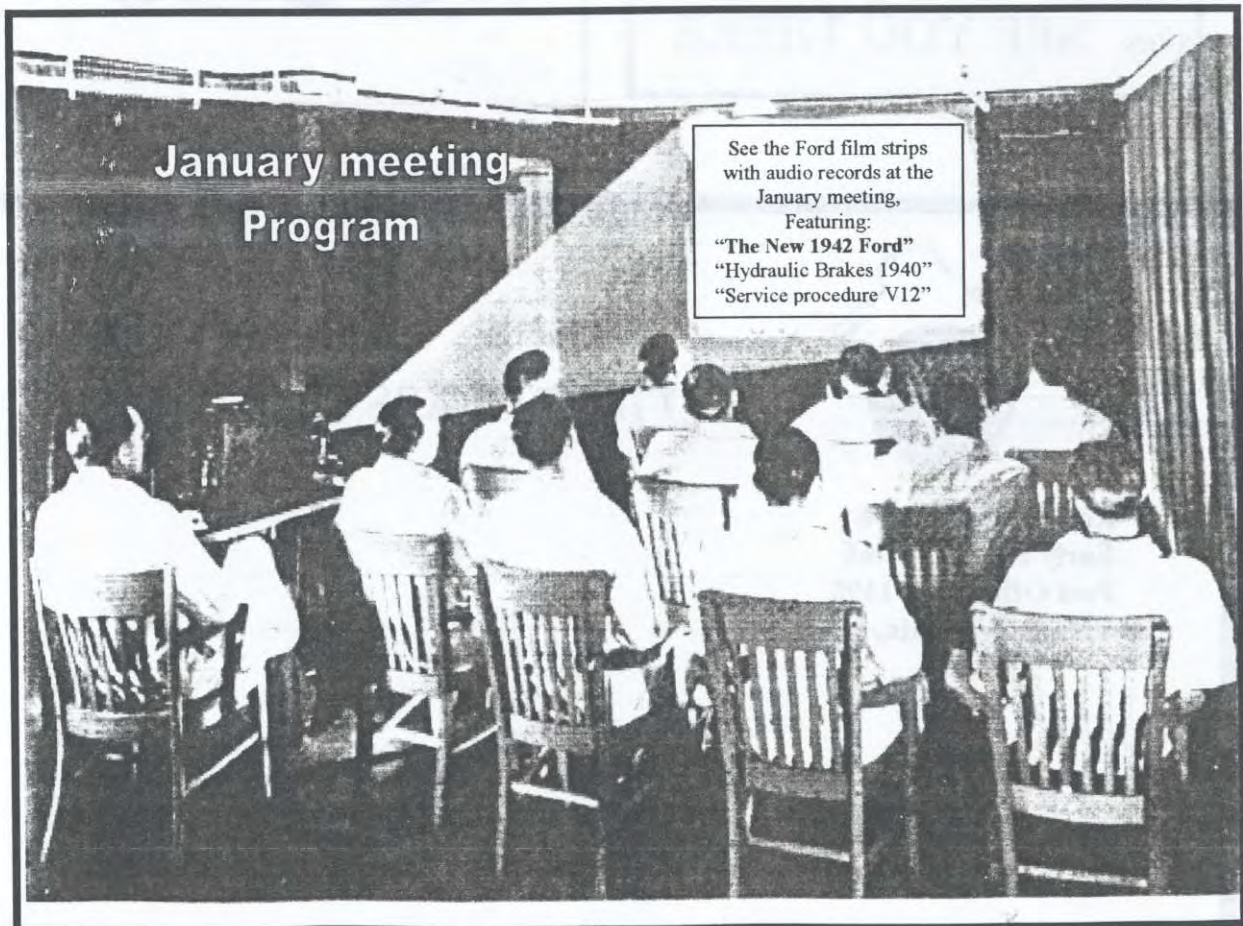
Year	Model (Standard, Deluxe, Super Deluxe, Custom, etc.)	Engine	Body Style

COMING V8 EVENTS

THE MONTHLY MEETING IS THE **SECOND TUESDAY** OF EVERY MONTH. EXCEPTIONS ARE PUBLISHED IN THE *VALVE CLATTER*. THE BOARD OF DIRECTORS MEET THE LAST TUESDAY OF THE MONTH

- ✓ January 9 - **NVRG** meeting – Program: Three Ford filmstrips with accompanying recordings show with original projector and screen. Refreshments: TBA
- ✓ February 13 – **NVRG** meeting – Program: **Vern Parker**, editor of “*Out of the Past*” in the *Washington Times*.
- ✓ February 9,10,11 - **Atlantic City 2001** This popular auction, car corral and indoor flea market has attracted members over the years (when it doesn't snow). Dave Blum has bought and sold the same car on occasion.
- ✓ March 24,25 - **Frederick Flea Market** This event is the harbinger of the old car season. It is the opportunity to get the old car juices flowing and meet your friends. A car pool or van provides transportation.
- ✓ April 5,6,7,8 – **Charlotte AutoFair** This event is huge! Parts are available here from the deep south that doesn't make it any further north. Largest car corral ever that encircles the racetrack, sometimes three deep!
- ✓ May 5 - **Winchester** – Last year it was an AACA show only. NVRG caravans out for a nice show and flea market.
- ✓ May 12? **CITY FOR FAIRFAX HERITAGE ANTIQUE CAR SHOW** - This will be the fourth year for our fund raiser. **John Girman** will head this up. Look for more trophies and a different dash plaque. Fairfax City again contributes printing, mailing and fencing!
- ✓ June 4-7 – **Eastern National V8 Meet**, Westbrooke, Conn. Great resort on the water. Get your room reservation, now!

The *Board of Directors* will be arranging interesting tours that will be announced in next months issue of the *VC*, including: visit to military vehicle collection and restoration facility, Sunday brunch tour, CIA museum tour, DEA academy tour - Stay tuned!





**BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP**



President: Hank Dubois476-6919

Vice President:	Bill Selley	679-9462	Programs:	Steve Pieper	860-2801
Secretary:	Tom Shaw	771-9374	Property:	David Gunnarson	425-7708
Treasurer:	Hank Amster	753-9575	Activities:	John Girman	242-1459
Membership:	Bill Simons	536-3648	Refreshments:	David Gunnarson	425-7708
Tours:	Von Hardesty	276- 7579	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 alternates sites. **SEE YOU THERE**



FIRST CLASS MAIL

**Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 22183**