



VALVE CLATTER

Northern Virginia Regional Group



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

Volume XXIV, No. 6

June 2001

Cliff Green, Editor

NVRG CAR SHOW – *Hank Amster*

Another successful car show by the NVRG, our fourth in association with the City of Fairfax, was accomplished on May 12. Although the weather prognosticators kept forecasting showers for that Saturday, the day started out bright and sunny and the clouds didn't arrive until later in the afternoon. More importantly, not a drop of precipitation occurred. The forecasts probably had an effect on the attendance since although 74 cars registered for the show, there were only 64 cars actually on the field. Last year we had 103 cars exhibited.

Our paid admissions for walk-ins was 460 people, versus the 245 of last year. This increased pedestrian attendance was probably due to two factors: (1) the decrease in the admissions fee from \$5 to \$1, and (2) increased pre-show publicity in the area through posters, newspaper ads, and personal contacts with other area clubs. People seemed to linger longer this year, and we noted through comments as people exited that their reactions were highly favorable. The only disappointing factor was that around sixteen of the NVRG member cars that were shown last year were not present this year.

Also, last year we had around a dozen cars from the Emergency Vehicle Owners Association, while this year there were only two. This occurred because they were just arriving that day for their own annual meet, rather than already being there as in prior years.

Winners of the three trophies were as follows: Mayor's Choice- 1911 Model T Ford Torpedo; Peoples' Choice-1963 Corvette; Best of Show- 1932 Plymouth. It is noteworthy that the field seemed to be more diverse than last year, both in terms of variety and quality.

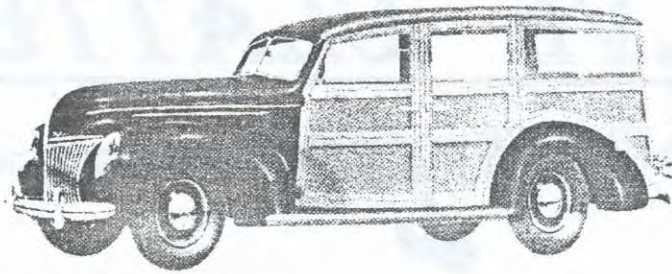
We owe a large debt of gratitude to our hard working event co-chairmen, **John Girman** and **Dave Westrate**. They spent many hours in meetings with our partners, the Fairfax merchants and City representatives in the months preceding the event. Additionally, they were very instrumental in our increased advertising and publicity, and did yeoman's work in coordinating and arranging facilities and obtaining the

trophies gratis from Camper's Trophy. We also appreciate the hard work done by the registrar for life, **Don Lombard**, as well as the help from those members who assisted during the show by directing vehicle parking, registering vehicle entry, attending to pedestrian admissions, handling the awards, and cleanup after the show. Last but not least, our thanks and a large hurrah to the Model T Club members who



staged the disassembly/assembly of the old "T" model. They assembled the car in 8 minutes, 24 seconds, besting their time of 10 minutes, 10 seconds last year!

Nice job on the dash plaque, Hank – Tom Lumpkin's '38



UP FRONT With the President

JUNE 2001

Well, Show Day has come and gone and it was a very good one indeed, all things considered! A forecast of rain adversely affected registrations even though it never did actually rain, and Club member registrations were down somewhat from last year. But, we had more than a 100% increase in spectators over last year, the quality and variety of cars on the field was superb, and the entertainment (band and Model T assembly) was really a lot of fun. Pete and Flo Passof from Ukiah, CA, who were touring the U.S. in their beautiful '50 Ford Woodie and who learned about our show through the National Woodie Club, summed it up well when they told me that our show was one of the nicest small shows they had ever attended! I want to again thank **Dave Westrate** and John Girman, Show Co-Chairmen, for a job well done. Many thanks also to **Don Lombard** for heading up the registration process and to all of the Club members who helped to put on this event.

As most of you probably already know, our Club has lost yet another member. **Jim Wells** passed away on May 19 after being admitted to the hospital with heart problems. Jim was an active NVRG member for many years and remained so even after moving to Florida. He attended our monthly meetings whenever he was in town visiting family. I'm sure many of us fondly remember the Club outings to Jim's former home in Merrifield where Nipper reigned supreme and where the variety and extent of Jim's collections (cars and otherwise) were truly amazing! Our sympathies go out to Jim's family and many friends.

By the time you read this, the Eastern Meet will be winding down and the Central Meet will be just about to start. **Dave Westrate, Steve Pieper, Butch Myrick, Wayne Handy, Ray Kunsman, Charlie Morrison, and Jeannette Moore-Hall** will be representing NVRG at the Eastern Meet and **Bill and Louise Vincent** and the **Handys** will represent us at the Central Meet. Dave and Steve are anxious (?) to see how the judges will score their long-term restoration projects and we wish them the very best! And, we'll be eager to find out how these two meets came off.

There are a number of special events coming up in the next month or so and I encourage you to include them in your activity schedule. The Sully Car Show is June 17; a Club fund-raiser is scheduled for July 7; our annual picnic is July 10; and we have a most interesting summer tour scheduled for July 21. Details regarding the latter three events are included in this newsletter.

Thanks to **Steve Pieper**, we've had some great programs at our meetings this year. Last month's program featuring Bob Hellmuth was outstanding and copies of Bob's article, "Snowflakes and Fingerprints", which was featured in "Mopar Muscle" magazine will be available at the June meeting. Don't miss the June meeting and remember that the **meeting location has been changed** (for June only) to the Clark House on Columbia Pike in Annandale.

Happy V-8ing! *Hank*

MAY MEETING REPORT - Ed Mascali

May's Speaker Answer Lifelong Questions: "Why Cars Aren't Always Built The Same?"

If you did not attend the last few V8 meetings, you have missed listening to many very interesting and informative speakers. More so, some delicious home baked goodies by **Patty Girman**. Thanks to **Steve Piper** for arranging the speakers' visit to our group.

If you have ever heard the old saying "Pick an occupation you love and you will never work a day in your life," then you understand how Bob managed to enjoy his lifelong passion with automobiles. Starting as an Engineer for Chrysler, Bob also worked for the National Highway Traffic Safety Administration. He now enjoys the motor sport by writing articles for many popular magazines such as Hot Rod, Mopar Muscle, and other car buff publications. After more than 50 year of playing with cars, Bob still loves ever minute of it.

Bob Hellmuth's presentation focused on why all cars are not manufactured alike, and why restorers have such a difficult time sorting out the authentic parts used by factories. Bob gave me a tickle when he noted that the Corvette restorers "were the worst," and that they do not understand why each car wouldn't look like it were made from a cookie cutter. He explained that the major reasons for this were the availability of the correct part, at the right time, in each plant, everyday, for every model, and altogether with having someone who was trained to install it properly and, at least, care a little. When this did not happen, it became a mad scramble to beg, borrow, or steal something that worked even from last year's pile of obsolete parts. When parts were impossible to obtain on a timely basis, substitutions were made and, at times, cars were packed on the lot until the correct parts arrived and could be installed.

Workers could be pulled from the paint line to fill in as radiator installers who could put the first hundred in backwards. This is why the worst cars are built on Monday mornings and, of course, you have heard about "going golfing" on Friday afternoons.

Bob indicated that it was not so much the mid-year design changes that make cars different, but it is avoiding the \$10,000 per minute lost to the company when the production line is stopped. I guess this is why all the car manufacturers have lost their production records, leaving the poor car nuts wondering who substituted that part on my car. "Maybe it was the factory," as Bob went on to say.

Bob was lucky in that he was able to order his new car from Chrysler and follow it down the assembly line. What a dream! He opted for all the neat parts like the stiffer convertible side rail and heavy-duty transmission for when he would install his own specially built 440 engine. He still owns this car and he doesn't plan to sell it. His favorite things to do at the main Chrysler plant were watching the

hemi engines being tested at red line RPMs, and assembling and testing a handful of pilot cars to get ready for next year's production models.

At the Safety Administration, Bob tested the Corvair against other compact cars of the day like Falcons, Larks, and Ramblers, (what-you-mucks-call-it) and was impressed with the Corvair's handling ability. I think he would have disagreed with Ralph Nader's assessment but that is all history now. He reminisced about Pintos burst into flaming fireballs, and remarked that the gas filler extension would separate from the tank causing it to slop gas all over the road when hit from behind. All that was needed then was one small spark and you were toasts. Bob was approached to help retrofit a new rear mount gas tank for 1970's Chevy pickups with side gas tanks, but quickly declined the offer in order to avoid involvement.

The Audis' sudden acceleration problem, according to Bob, initiated the brake pedal and transmission park interlock system which is standard safety equipment in today's cars. It seems that the car makers are training us to find out where the brake pedal is located, and not allowing us to take the transmission out of "park" until we get it right. Audis' problem was a narrow foot area, a large transmission hump, and a too small and too closely situated pedal. When wearing high heels, it was even more difficult to locate the stop and go pedals. It's a wonder that only a few cases were reported.

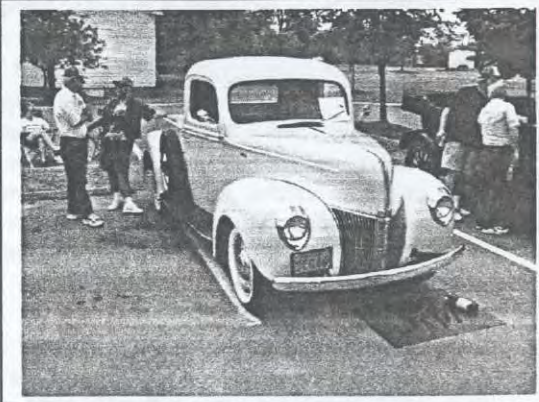
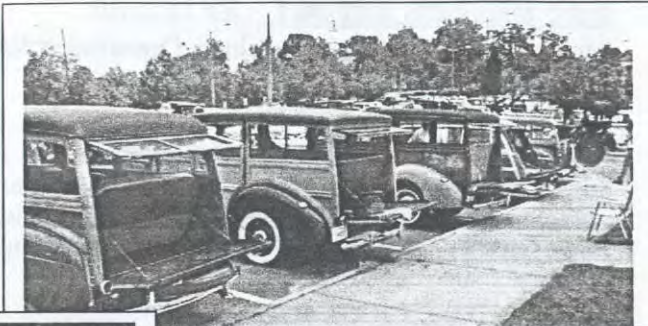
It was getting late but both Bob and the group were ready to keep going. Bob loved all the questions and he answered them all with great detail. It was exciting for the group to have the opportunity to listen to him and learn about all the mysteries that they had wondered about for years. One statement he made hit home for me. He remarked: "I really enjoyed working on automobiles all these years and I still can't believe they paid me for having this much fun." Wish I had a job like that...well, maybe when I grow up!

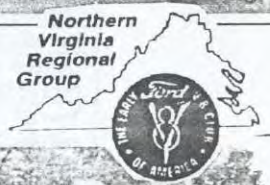
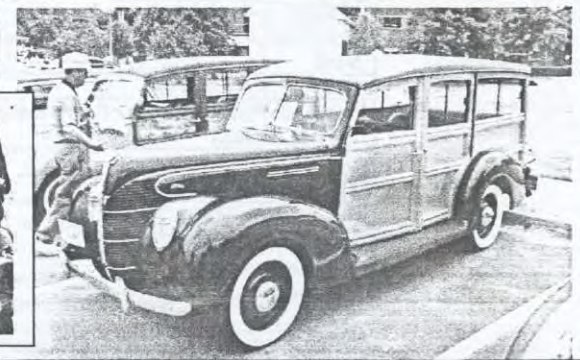
ADVANCE NOTICE OF JULY 21ST TOUR

Summer Tour Masonic Temple, Alexandria, VA

The tour of the historic Masonic Temple will include special exhibits dedicated to George Washington and a visit to the upper tower of the Temple. A special reserved parking area will be available for our group, so please bring antique car. After the tour (approximately 2 hours), we will drive down the GW Parkway to Fort Hunt Park. Please bring blanket and portable chair, because securing a picnic table remains uncertain. There will be ample parking for us in the spacious Fort Hunt Park. There will be the option of visiting historic Mount Vernon after the picnic.

Sign up sheet will be available at upcoming club meetings or contact Von Hardesty to reserve place on this tour (202-633- 9707 which is voice mail or 540-249-8761, my home phone).





NVRG EARLY FORD V8 PARTS SALE

As many of you already know, the club has ownership of a number of V-8 parts from the estate of the late NVRG member Gil Williams thanks to the generosity of Gil's son Marty. It was the wish of Gil's family that the parts go to people that could really use them. The NVRG has decided to sell the parts by offering them first to members and to the general public. All proceeds will go to the NVRG. An inventory of the remaining parts has been completed and are available to NVRG members at the prices listed. Contact Dave Gunnarson at 703-367-5022 if you are interested.

Description	
"1935 Ford ashtray, rusty"	\$5
"Ashtray, rusty"	\$1
"Ashtray, rusty"	\$1
"Box of cables (speedometer mostly), about 10 cables"	\$1
"King pin set, Ford '37-'41, Mercury '39-'41, some rust, NORS in box"	\$5
SPEEDY V-8 valve facing tool	\$2
1939 Ford pickup rear view mirror and mirror blank	\$5
Holley carb. Rebuild kit	\$1
Airtex RO543 fuel pump for Ford 6 cylinder 1941-46 (NORS)	\$10
Jack	\$5
Transmission? Fork 62-7515	\$5
Brake linkage M 09A 7503	\$5
Side marker lights (2) FOMOCO	\$1
1939 Ford vent arm	\$1
Windshield closer	\$15
"Hinges, pair"	\$1
"Pair '38-'39 pickup door lock mechanisms, left and right"	\$10
"Tie rod, 33"" long"	\$1
Radiator rod	\$1
1939 pickup interior door garnish moldings	\$5
"Two 16"" diameter chrome wheel beauty rings"	\$1
Temperature gauge and cable	\$1
Three Early Ford V8 hubcaps	\$5
Brace or bracket?	\$1
Spark plug wire tube	\$1
1939 pickup glove box door	\$1
Fuel pump	\$1
Fuel pump	\$1
EFV8 antichatter bracket 1933-48	\$1
Bracket	\$1
Gas tank grommet	\$1
"1938-'39 Ford Hood Spring, repro."	\$2
Fan belt V8 '33-'36 non script (MAC's V048D)	\$5
Gas tank mount pads (3) (Sacramento Vintage Ford 05836)	\$1
Two '28-'36 light switch spider retainer A-3644 and one '28-'39 light switch spider retainer B-3644	\$1
"Pair 1937 tail light pads, repro"	\$1
Four distributor base gasket (MAC's V12143)	\$1
Assorted rubber grommets probably for '39 Ford pickup	\$1
"1937 Ford bumper grommet, repro."	\$1
"1938-'39 Ford Pickup Gas tank fill pipe grommet, repro."	\$1
78-16761 grommet set (Bob Drake)	\$1
"Two four blade fans with pulley, one 4 blade fan, one fan blade"	\$5
"Four radiator hoses, 2 ribbed, 2 smooth sides, each 18"" long"	\$5
Eight early V8 valves and assorted other valve parts	\$1
Ford hot air heater tube (fits 1935-'36 maybe	\$40

more)	
Ford hot air heater tube	\$20
Box of non-Ford trailer light parts	\$1
Box of generator parts and two complete generators	\$35
"Brake lining set 78-2007-C front and rear pass. 1937-'38, Ford box NOS"	\$10
Box of small sheet metal parts and rubber repro. Trim	\$5
Large box of brake parts	\$10
Distributor caps (pairs)	\$4
Covers (each)	\$1
Rotors (each)	\$1
Large box of distributor parts	\$20
"Box of wiper motors, 7 complete vacuum motors and parts"	\$5
1935-'36 exhaust manifolds (right and left)	\$20
1939 pickup left front fender in good condition	\$75
"Grab bag box of stuff - bolts, nuts, lots of hardware"	\$1
"Nine fender braces, mixed type and year"	\$1
"Grab bag box of stuff - bolts, nuts, lots of hardware"	\$1

NVRG ANNUAL PICNIC

**Tuesday, July 10, 6:00
Nottaway Park, Vienna**

Catered by "Red Hot & Blue"



**Bring your own beverages and
deserts**

We need a head count for the catering. Please call Dave Gunnarson @ 703-367-5022 with your reservations by July 6th. Members and spouses are free - guests are welcome at \$6. Rain or shine - picnic pavilion is available

Come join the fun - see you there

SHOEBOXES RULE at the Willowcroft Wine

Tour - *Jim McDaniel*

Saturday, May 5th turned out to be a beautiful Spring Day. After beginning the day from our standard tour starting point at Fair Oaks Mall with a modest turnout, only four cars began the drive to the Willowcroft Farm Vineyards near Leesburg, Virginia, for our annual tour to this fine Virginia vineyard. We were lead by President-for-life **Don Lombard** who chose to drive his "new" '65 Mustang. Trailing him, as we wound our way onto Route 50 toward Gilbert's Corner at Route 15, were **Dave Blum** in his beautiful blue '53 Lincoln Capri convertible, **Patrick and Diane O'Neill** in their '37 half-ton pickup truck, and **Jim and Char McDaniel** in his '51 Tudor black-and-white cruiser.

At Gilbert's Corner we picked up **Bill and Louise Vincent** in their black '51 Fordor, who'd driven up from Stafford County, and we all drove the last several miles to Willowcroft. There we met up with **Tom Shaw** in his red '51 convertible, **Ken and Helen Burns** in their '41 Super Deluxe Woodie, and **Bob and Jane Wild** with their green '51 Woodie (who drove over from Warrenton).

Of the seven Club cars that showed (we won't count that "modern" Mustang), four of them were '51 Shoeboxes – one woodie, on convertible, one fordor, and one tudor. Of course we had to line them all up together along Willowcroft's long driveway. Sure looked good to me!

We all set up a circle of chairs behind the cars and had several hours to talk automobiles, tour the grounds, see the winery, sample the wine, visit among ourselves, and have a picnic lunch. A big personal thanks to Bill and Louise Vincent who came to the aid of Char and me -- we'd forgotten to pack our picnic lunch. The Vincent's came with extra sandwiches, and generously offered to help us survive the afternoon. Jane Wild provided dessert for all.

The highlight of the afternoon was when the vineyard owners, Lou and Amy Parker, brought out three different kinds of their award-winning wines for us all to sample. While unfortunately I don't recall the name of the third, I especially liked the Riesling Muscat Ottonel and the Cabernet Blanc. We bought a few bottles to bring home with us. For those who may be interested, they have a website at <http://www.willowcroftwine.com>.

There were several old cars observed coming into the winery to visit throughout the day, and we met one very nice couple in a "modified" canary-yellow '56 Ford panel truck. He lived along the route we took to Willowcroft and had seen our procession pass on the way to the vineyard. He and his wife had to come take a closer look at our cars, so they jumped in his panel truck and went looking for us.

A final note here: I took several digital photos during the day and had planned to include some of them with this write-up, but shortly after I'd downloaded the photos onto my home computer, it experienced a "terminal" hard disk failure that took down the entire system. My computer was SO DEAD I've had to send it back to the manufacturer for a rebuild. I had not yet backed up those specific photos, so all of them went up with the smoke. Doncha just HATE it when that happens?

NATIONAL BOARD DOINGS – from our SE Director Waymon Brownlee April 21st meeting

- ◆ New printer of V8 Times – some bugs to be worked on. Send in roster corrections.
- ◆ Article on Disc Brakes received comments – Publication Policy Committee formed for "appropriateness" of future articles of this nature.
- ◆ 25 Year membership pins available mid-year \$10
- ◆ 2002 Eastern Meet hosted by Mohawk Valley Rg. Held at Vernon Downs Race Track Vernon, NY – July 18-21 '02
- ◆ Videos loaned to Rg show little interest – dropping?
- ◆ RG tour pin program canceled
- ◆ Looking for newsletter contest judge
- ◆ Georgia RG #24 furnished 39 Ford coupe to high school boys for Great America Race. Kids took car apart and restored it for the run. Starts June 17th

CLUB FUND RAISER

Come spend a little time and help the Club raise
\$100.00



OPEN HOUSE

Saturday July 7th

12 noon – 4 pm

Arden Courts Assisted Living

12469 Rt 50 Lee Jackson Hwy

(South side between West Ox and Fairfax Co.
Parkway)

Lunch provided at 11:30 am
A Family Affair with live music
Contact Dave Westrate 703-620-9597

IN MEMORIAM

On May 19, 2001 V-8 Club member **Jim Wells** passed away. He was an enthusiastic collector of antique cars, band organs, jukeboxes, old radios, pedal cars and a fascinating array of other items large and small.

Jim was born on November 17, 1917 and grew up on a farm in Tennessee. During his lifetime he was a Trailways Bus driver, a Tennessee State Policeman and an Auto Salesman at Herby's Ford. With his wife, Eva, he owned a restaurant, a bowling alley, the carousel near the Smithsonian on the Mall and Little Nipper, the huge RCA Victor dog that stood for many years in front of his home on Lee Highway in Merrifield. He loved buying and selling all sorts of unusual items.

His car collection included a 1937 Ford Convertible Sedan, a 1935 Ford Phaeton, a 1934 Ford Roadster RHD, a 1939 Ford Convertible and two produce trucks, one a Chevrolet and the other a GMC. Both are stocked with fruits and vegetables, some of which were made by Jim.

We send our sincere condolences to Eva and to Jim's daughters, Janie Owens and Jackie Johnston, his six grandchildren and three great grandchildren.

EMAIL TO THE EDITOR

Jim La Baugh writes:

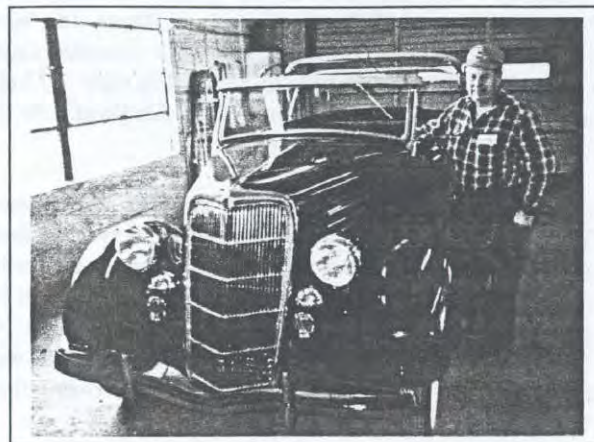
By the way, those who want to see vintage Fords on the big screen can see them in *Pearl Harbor*. The movie has almost as many Woodies as the Northern Virginia Chapter. A real beauty of a '38 Ford pickup truck makes an appearance late in the film. So for those who may be dismayed by the historical errors in the film or the thin romantic plot, at least one gets to see many great Fords. In one scene the nurses surround a Woody on a barge in Pearl Harbor making it difficult to identify the year and model, I think it was a '39 Standard but the more experienced members of the club probably would be better spotters. Of course the year and model of the nurses was easier to recognize!

NVRC CAR STATUS REPORT

Bob Wild's 1942 Ford Super Deluxe Convertible Restoration. The necessary repairs to the body and rocker panels have been almost completed. The seat frames are at Le Baron Bonney and are being reupholstered in red leather. Also a new tan top and interior/trunk panels are coming from LB. I am working on woodgraining the dash and appropriate moldings. The fenders, trunk lid and hood have been blasted and primed and part of the body stripped. New running boards are on hand to bolt on after the car is painted. The car currently has 15 inch wheels

and I am debating whether to go back to 16 inch wheels or use the 15 inch ones. Any thoughts? What about radials on a 42?

Buzzy Potter's 1935 Phaeton is basically finished and in his garage painted Veronna Marron with red wheels and stripe – correct T14C “greenish tan” top and leather upholstery is installed. Details remain, like installing wind wings, glass “bugs” and finish making side curtains. The restoration has taken 1 ½ years so far



The Ford is being prepared for its first showing at October Hershey. Restoration by “Old Car John”

Steve Dawkins 1947 Mercury is almost back on the road after a one year overhaul that included a machine shop workover of the engine, new tie rods and assorted fixes. The head gasket on the right side is leaking, however. If it cannot be torqued down, a new gasket will be installed. "

Dave Westrate's 1939 standard station wagon at press time is on a trailer bound for the Eastern Nat'l V8 meet where it will receive a Dearborn award for sure. One of the last items to be attached were the rain gutters under the guidance of member **Dwight Green** – lots of fun!

FOR SALE

NOS Left front fender for 1947 Ford \$200.00. NOS left (drivers side) running board with factory molded rubber \$200.00. Bob Wild 540 347-0725

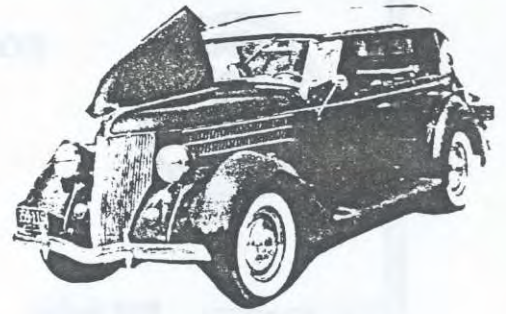
Wanted: 32-48 steering shaft with tapped end and keyway. Condition of worm gear not important. Please call Ed Mascali 703-280-7043



Our sister club – National Capital Region, is holding their 11th Annual Antique Car show, Sunday July 8th at Longwood Recreation Center, 19300 Georgia Ave, Brookeville, Md – 8am-2pm Registration fee \$7 Flea market and food on grounds.



V8 CALENDAR NVRG



June

- 1-3 Carlisle all Ford meet
- 2-3 Virginia Wine Festival
- 9 Kena Temple, Fairfax, Va 9001 Arlington Blvd
Rain date - June 23
- 4-8 **Eastern National V8 Meet**
- 12 NVRG Monthly Meeting, Program: slide show
of the Eastern Meet
- 13-17 **Central National V8 Meet**, Branson, MO
- 17 **Sully Car Show**, George Washington Model
A Club sponsor, Sully Plantation
- 26 **NVRG Board Meeting**

July

- 7 **NVRG Fund Raiser** 12-4 Arden Courts (see
notice page 7)
- 8 National Capital V8 car show, Brookville, Md.
- 10 **NVRG Annual Picnic**, Nottaway Park
- 21 **Washington Masonic Temple Tour**/drive on
Potomac Lunch Ft. Hunt Park
- 27-29 Summer Carlisle
- 31 **NVRG Board Meeting**

August

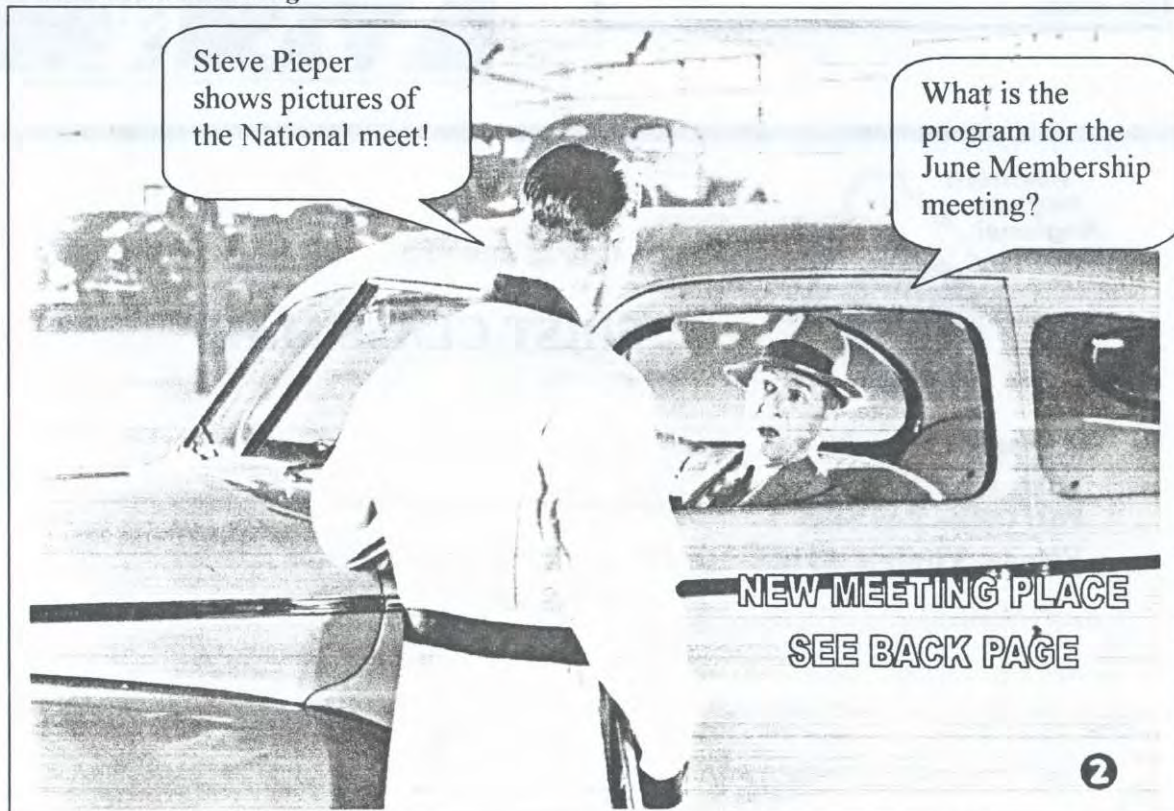
- 2-5 Das Awkscht Fescht, Macungie, Pa
- 4 **Battle of Bull Run Reenactment Tour**
- 11 Fredericksburg Region AACA Walker-Grant
Middle School. Contact Bill Vincent
- 14 **NVRG Membership meeting**
- 18-19 Virginia Wine Festival
- 28 **NVRG Board Meeting**

September

- 9 Sugarloaf Mtn AACA, My Airy, Md
- 9 Vern Parker "Out of the Past" review
- 11 **NVRG Membership meeting**
- 15 Bull Run Region AACA, Prince William
County Fairgrounds, Manassas, Va
- 25 **NVRG Borad meeting**

October

- 4-7 Carlisle
- 9 **NVRG membership meeting**
- 10-13 **HERSHEY!**
- TBA Lebkicker overnight tour



Steve Pieper
shows pictures of
the National meet!

What is the
program for the
June Membership
meeting?

**NEW MEETING PLACE
SEE BACK PAGE**

2



**BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP**



President: Hank Dubois ...703-476-6919

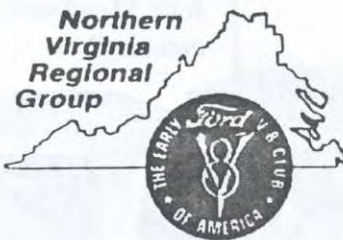
Vice President: **Bill Selley** 703-679-9462
 Secretary: **Tom Shaw** 703-771-9374
 Treasurer: **Hank Amster** 703-753-9575
 Membership: **Bill Simons** 703-536-3648
 Tours: **Von Hardesty** 540-249-8761
 Past President: **Dave Westrate** 703-620-9597

Programs: **Steve Pieper** 703-860-2801
 Property: **David Gunnarson** 703-425-7708
 Activities: **John Girman** 703-242-1459
 Refreshments: **David Gunnarson** 703-425-7708
 Newsletter: **Cliff Green** 703-426-2662
 Historian: **Don Lombard** 703-690-7971

NOTICE

**NEW LOCATION FOR
JUNE 12 MEETING**

7:00 FOR PARTS SALE, 7:30
 MEETING - CLARK HOUSE
 6332 Barcroft Mews Dr, adjacent to
 Barcroft shopping Plaza on Columbia Pike
 near Lincolnia Rd. Hunter house closed
 for voting.



FIRST CLASS MAIL

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