



VALVE CLATTER

Northern Virginia Regional Group



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

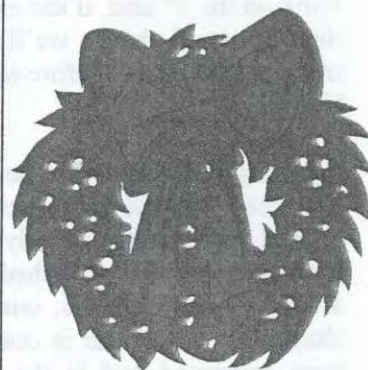
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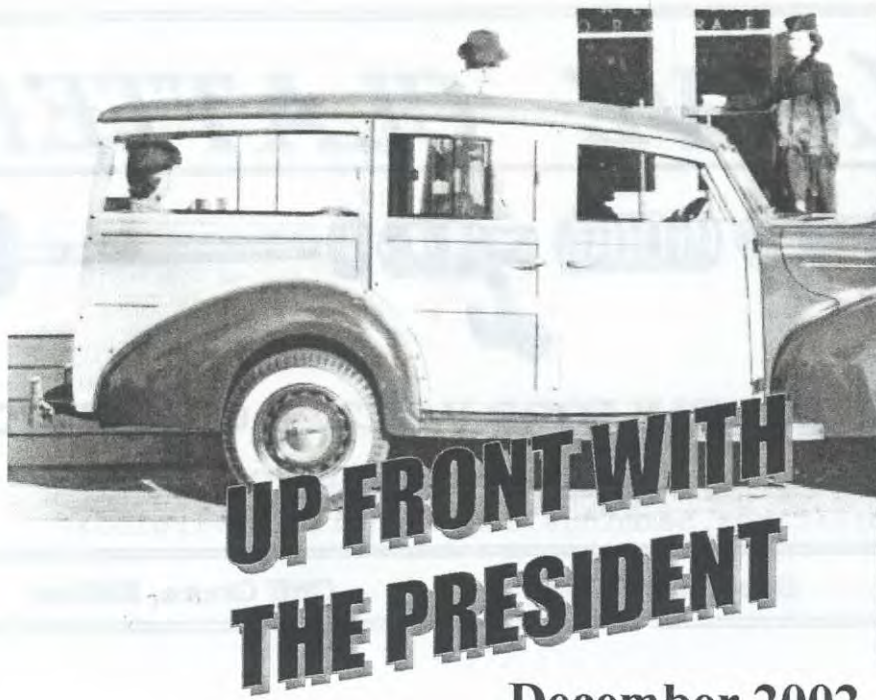
Cliff Green, Editor

THE GAVEL IS PASSED



President elect Steve Pieper accepts the gavel from two term president Hank Dubois at the Holiday Gala

The Board of Directors of the NVRG wish you and yours a very happy holiday and New Year



December 2002

Well, 2002 is quickly drawing to a close and, unlike last year, it looks like it will be ending with some more typical winter weather. The 5 inches of snow we got on December 5th really set the mood for our Holiday Party on the 7th and, if the extended forecasts are right, there's a good chance we'll be seeing quite a bit more of the "white stuff" before next spring's touring season begins!

What a great year we've had! Our Club continued to grow and become more active in 2002 and, looking back at year's end, I'm truly impressed and gratified at how much we accomplished. Our membership stands at 86 member families; our treasury is in very good shape; our newsletter is outstanding; our website has been improved and is the envy of other clubs; our monthly membership meetings have been very well attended and featured great programs; we had a very successful car show and several really fun tours; Club participation at other events like Sully, Hershey and the Eastern Meet was outstanding; and new Club jackets and caps were made available to our members for the first time in more than ten years. And that's just part of what we did during the year! Much of the credit for the Club's success belongs to our dedicated Board of Directors and they deserve our thanks and appreciation for a job well done. I would also like to thank each and every member who worked on, attended, or otherwise contributed in any way to Club activities and events during the year. It's been a lot of work but it's sure been a lot of fun, too!

The Board of Directors has elected **Steve Pieper** to be our new President for 2003. Congratulations to Steve and new first lady, Wendy! We wish them all the best and we pledge our support as they guide us down the V-8 road next year. Cindy and I would like to thank all of you for your support and encouragement over the past two years and I look forward to remaining on the Board as past President. It has truly been an honor to be President of the NVRG and it's given me a chance to get to know many of you a little better. Thank you!

I would like to recognize and thank **Von Hardesty**, who is stepping down from the Board this year. Von has been on the Board for two terms and has worked on tours and membership in addition to providing valuable support in several other areas. Von is a talented individual and published author and, although he and Pat now reside in the Shenandoah Valley, he promises that he will continue to assist and support the Club. Thanks Von! **Jim McDaniel** will be filling the position vacated by Von and rejoins the Board after a several years' absence. Welcome aboard Jim!

Special thanks to **Cliff and Sandra Green** for again arranging and hosting our annual Holiday Party at the Fairfax Country Club.

Cindy and I wish you all the best in 2003! Remember, the next membership meeting is January 14, 2003.

Happy Holidays and happy V-8ing! HANK

THE FORD CENTURY by Russ Banham

This book was presented to me while I was hospitalized by our president Hank Dubois. An advanced copy was secured by Von Hardesty as the publisher of his book "Lindberg-Flight's Enigmatic Hero" was the same as "The Ford Century". Hank had a retired White House calligrapher inscribe the title page:

*To Cliff
Best wishes to a really special friend and truly avid V8'er
who is a tremendous asset to the Early Ford V8 Club.
from the members of the Northern Virginia Regional Group
October 2002*

Thank you very much for thinking of me and adding pleasure to those boring hours. Editor

The Ford Century is a large heavy "coffee table" book with 272 profusely illustrated pages. It is impressive just holding it in your hands. The pages are exceptionally thick as I was constantly checking if I had skipped over a page.

The jacket cover caught my attention right away. Here is a Model AA truck, right hand drive on the wrong side of the road with long narrow foreign tags! It makes me wonder why the publisher chose this picture – does it aim to note that Ford is worldwide? Or, I bet the it was chosen just for the backdrop. I would have selected something else!

There are illustrations that I have never seen before. One or particular interest is a mailman with a new '49 Ford delivering to mailboxes in Alexandria, Va., on a dirt road! There are many pictures of Ford memorabilia scattered about the text, plus factory, showroom and lots of Henry.

Under the book title it exclaims "Ford Motor Company and the innovations that shaped the world" – now one would think the Ford V8 would get a lot of attention here, but it doesn't. Only 2 pages (eight paragraphs) are devoted to this innovation. There is a big cut away drawing of the model T engine, but only a tiny picture of the '32 V8 at the chapter lead-in, along with the famous picture of Henry and Edsel admiring a display V8. I think the early Ford V8 was short changed in this book. There are more pictures of the Volvo's (which Ford bought in 1999) than the flatheads. The Lincoln Zephyr was short changed too, only got one paragraph and a small photo.

There is a gross error discovered: "Beginning in 1937, all Fords sported smooth hydraulic braking systems"!!! The '49 ford "the company's most important car since the V8" only received a one-paragraph mention!

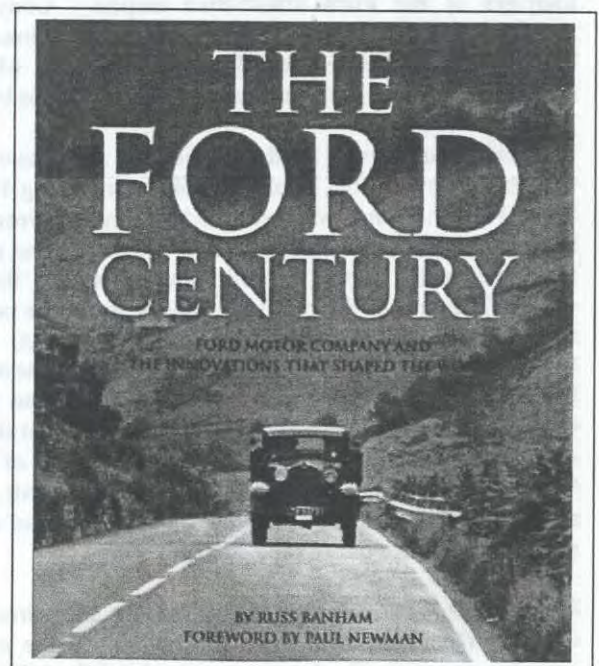
In the "Collectors Section" are "twenty five vehicles that have generated excitement and inspired passion". How many V8's do we find? FOUR – the 1939 and 1950 Mercury, 1948 F-1 and the 1949 Ford. How about the

innovative 1932? Or a woody? The 1935, which was the only year that outsold Chevy? The innovative '47 Sportsman? What they did include were cars of the company's that Ford purchased in the 1990's – Jaguars, Volvo's, Land rover, Mazda and Aston Martin!

All critiquing aside, it is an excellent history of the entire company right up to current times – new CEO Bill Ford is illustrated. There even is a side bar about Ford examining the use of forced and slave labor under the Nazi regime. Our hero, Henry is examined very fairly and his company history is very rich.

I recommend this book for your library, but don't buy it if you want information on our V8's! It can be found at Costco and Amazon for about \$25

EDITOR



V-8 HOLIDAY PARTY

Jim La Baugh

The skirl of bagpipes again called the NVRG to attention at the start of the 2002 holiday gala at the Country Club of Fairfax. **Jim McDaniel's** rendition of *Amazing Grace* and *Scotland the Brave*, administered in full McDaniel clan regalia, added to the enchantment of our snow-covered venue, that had an almost *Brigadoon*-like quality, tucked away in the misty hills of Fairfax County. As the notes of the pipes faded away, another tartan-clad club member, **Charlie Morrison**, delivered the invocation, blessing one and all (and their Fords!), concluding that the fine tones produced by V-8 exhaust pipes and the sounds of the bagpipes are alike.



President **Hank Dubois** welcomed one and all to the feast and what a feast it was. Filet Mignon and Chicken Oscar, followed by raspberry sherbet, chocolate cream pie, and coffee, provided repast fit for any Highland Chieftain or founders of the **Ford** automotive empire. Conversation among the 50 participants, begun in the cocktail hour before being dinner, added to the flavor of the meal where old acquaintances were renewed and new acquaintances begun.

The traditional passing of the President's gavel saw orderly transfer of power from **Hank Dubois** to incoming President **Steve Pieper**. Hank was rewarded for his two years at the helm with a walnut plaque as well as the thanks and applause from the entire group. Hank also recounted the many wonderful events of the past year, the car show, the poker-run mystery tour, the monthly membership meetings, and the Lebkicker Tour of Williamsburg and Jamestown, and Hershey. Thanks were also given for **Cliff and Sandra Green's** arrangements to have the Holiday Party at the Club, which were heartily seconded by applause of all of us, and **Steve and Wendy Pieper's** planning for the event. **Hank and Cindy Dubois** made the center pieces, a circle of ivy with a V8 symbol make out of pipe stems!

Finally, the gift exchange began, under the direction of **Charlie Morrison**, who lifted the curtain on the event by showing one and all what was under his kilt - Penn State

Shorts! The duplicate of tickets given to all present bearers by **Hank Amster** as they arrived were shaken in a bowl and **Dave Blum's** number drawn to begin the unveiling of the wrapped packages on the centerpiece table of the room. Quite a few gifts were so well packaged that **Jim McDaniel's** dirk and **Charlie Morrison's** skin-



do were used to pry contents out of their boxes. In the first few rounds, most of the gifts were 'keepers.' However, soon some participants, after unwrapping their selection from the table, began to search high and low for items of greater interest uncovered by earlier participants. Many items had a woodie, truck, or tool theme. A club hat and club jacket traveled often to and fro across the room, along with calipers, a 1936 Woodie alarm clock, Timex gas pump clock and Vintage V-8 Wrecker, car-care products, and a highly prized vintage **Tom Lumpkin-** restored flashlight.

While the residents of *Brigadoon* had to wait 100 years for each new day to arrive, vintage-V8ers get to relive the days of Flathead V-8 Ford glory every time they take to the road in their classic autos. The magic, too, of the NVRG Holiday Party is repeated every year. As the lights faded on our Fairfax Country Club stage and one and all headed for the exits, we looked ahead to another exciting Ford year ahead and reconvening anew in 2003 to celebrate another Holiday season.



Master of ceremonies Charlie aids Sandra Green with gift



XMAS IDEAS FOR THE V8'ER



Blow Gun, Pistol Grip, 10 1/4" long. SnapOn Tools
#YA1050 \$16.95
www.snapon.com



Companion Flexible Light (Bend-A-Light).
Sears #0094770900 \$14.99
www.sears.com 1-800-349-43



Fluorescent Work Light – 1250 Watt, 25' cord
Sears #03483911000 \$26.99
www.sears.com 1-800-349-4358



DIGITAL TEMPERATURE READER

Here is a neat tool that every V8'er could use. You point the gun at whatever (radiator, radiator hoses, block, brakes, etc) and pull the trigger to activate the laser pointer – release and the temperature in F or C is displayed instantly on a backlit LCD display for 7 seconds. It is compact, rugged and reads the surface temperature in less than a second from 0 to 500 degrees F. Point it at your coffee cup, window casing, hot air duct – any surface.

The Raytek MiniTemp MT4 sells from around \$99, on various web sites.



Magnetic Tray for Tools and Parts – Sears Catalog Part # 41329 \$8.99
www.sears.com



13 Watt Fluorescent Worklight with Cord Reel – Sears Catalog Part # 34-83912
\$49.99 www.sears.com

Any book by **Lorin Sorenson** on Early Ford V8's www.Amazon.com

Subscription to **Hemmings Motor News**.



EMAIL BAG

Ken Gross

I was hoping to get my cars out this weekend, but the weather looks threatening. The '42 is running on all eight again, thanks to a loose wire fix in the distributor...and of course after I'd replaced coil, ballast resistor, condenser, etc., etc. I noticed the front sway bar bushings are shot when I had it up on my lift so that's a winter project. I'd also like to get the lever shocks rebuilt while the car's off the road in cold weather. I have friends who've converted to tubular shocks (have you?) but I like keeping the woody basically original...duals with loud Smithys don't count.

My wagon doesn't have the standard, hose-it-out rubber flooring...years ago, someone replaced it with wool carpeting that looks nice but isn't authentic. Apparently LeBaron Bonney stocks rubber floor mat kits you can simply install...I'd guess the third seat would have to be unbolted first...but that's another winter project. Thank goodness for my Hot Dawg heater.

Jason Javaras

First of all we got the '47 and ourselves home safely after spending a delightful day on the side of Rt 295. Wayne Handy was a great help in reaching a tow service. It just wasn't meant to be I guess. I plan to go through the car completely before I venture out on another tour. To salvage the weekend we took a ride down to Reedville, which is about as far as you can go on the Northern Neck without getting wet, on Saturday, and stopped in for a visit with Jerry Hill. His garage is truly amazing - looks like a parts warehouse from a Ford dealer of fifty years ago. I intend to send thank yous to Wayne and especially the McDaniels for their tremendous support for our troubles on the tour.

Leo Cummings

Cliff, I need help with replacing Spider Gears in my 1950 Merc. Differential. The tech book states ya need a Special Picture Frame Tool to put around the spider gear housing assy. It attaches and is necessary to relieve Pre-Load on the bearings as you disassemble & reassemble. Do you know of such a tool in the club or local shop who does such work. Would you put this out to club members for feedback-[help]. [ph.# 703-866-9707]

Dick McIninich

A progress report on the restoration of our 1936 Fordor Delux Touring Sedan--all is going well with the body on the frame and the Columbia hooked up along with the rest of the running gear in place. In the next few weeks, the woodgraining should be done, the windows installed, and then the upholstery will be done. We hope to be able to go to the supermarket in it to purchase our Christmas turkey. Next year, we plan to take some tours with the club in our '36 Ford.

Bill Simons

As a progress report for the next newsletter, I was having some growling noise and vibration in my 34 Roadster's transmission so last weekend I pulled it out of the car. I was hoping to immediately see something that was obviously wrong so I could go "ah ha" but as is usually the case with these phantom noises, everything looked normal. I did have some play in my U-joint so I ordered a rebuild kit from Joblot. It was foreign made and when I installed it, it completely tightened up the unit so that it would not move at all in any direction. Then I couldn't get it apart again and had to take it to a machine shop for disassembly. After searching several places, Carpenter, Mac's, Joblot,[all were out of stock] I finally found a NOS U-joint at Spaderos for \$90.00. It has not arrived yet so I hope it is a good one. On the upcoming Nov. 23rd weekend I have engaged the consulting services of Hank Dubois and Eric Sumner to see if I have overlooked anything that may be causing the problem. I will try to update this report before the next VC.

Bob Wild

'42 Ford Progress. The new LB convertible top is installed and the electric motors that work the power top connected and working. A few more details under the dash and then the front seat recovered by LB can be installed. The original radio I bought at Hershey last year is working and ready to go in. '49 Ford F-1 Progress. This vehicle is done except to finish bolting the bed to the frame and installing the head and tail lights. The truck is painted Vermillion red

Gene Welsh

My 1936 Ford Fordor Hump Back is coming along great--new WW will go on after the holidays. We have installed the water pumps, distributor, intake manifold and carburetor. We will now start putting the radiator and grille back and next the starting of the engine. We have installed new wiring, new shocks, clutch, etc so it will be ready to roll very soon.

Jim Edison - National Director

I really enjoy getting copies of the NVRG "Valve Clatter" since they are so well done (as opposed to "rare") and have so much human interest value to all of your membership along with photos and "Genuine Ford" stories like your cut-away chassis article. The only suggestion would be that, "less is more" and that visually, more use of "white space" is more inviting to the reader's eye than "busy" appearing pages that are too choc-full of "goodies" that may not ever get read. I realize that this suggestion will cause you to either print less total information in the newsletter or increase the number of pages, which will effect mailing costs. Of course, everyone likes the use of more color.

You do a great job as Editor. Keep'em coming!!

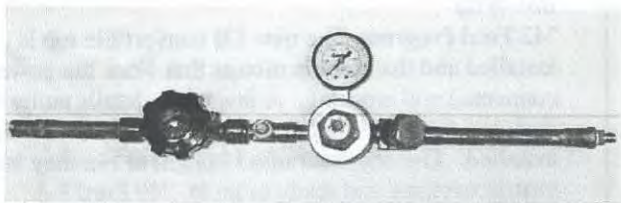
FOR SALE/WANT

Free Items: large working air compressor from service station. Two 34 17inch wheels, two 35 16 inch wheels. Mike Mote 702-222-0412

For Sale: Complete 1936 Philco Model B19 radio. This model was not factory original equipment for Ford. It was an after market accessory. Good condition \$60.00. Mike Mote 703-222-0412

Wanted: correct jack for '47 Ford, NOS trunk "spear" trim and cowl trim for the passenger side for same. Also, have brand new 650/16 Firestone wide whitewall tire, need 600/16 version of same tire; will sell for \$100.00 or trade for correct tire (650 width will not fit in spare tire compartment). Jason Javaras 540-786-5819

Wanted: 1951 Mercury Bell Housing with clutch shaft, Oil Dip Stick 8BA 1951Ford engine. Call Ed Mascali 703-280-7043 at work or leave message.



Free - High purity gas regulator assembly. Perfect for home air compressor systems. Includes 1/2" copper inlet and outlet, check valve, regulator with 100 psi gauge and shutoff valve. Limited quantities are available. Contact Dave Gunnarson 703-367-5022

For Sale: I am still selling Melling oil pumps and our own pick-ups and screens for the short high volume pumps in the pre-'48 cars, Egge pistons and bearings, Hastings rings, Manley straight stem valves. I am also modifying new and used Ford script batteries for easy installation and removal of the corrosion-free, high cranking amps Optima battery. Alan Whelihan Vintage Auto Warehouse, LLC 301-874-5464

Want: one more whitewall tire, 600x16, for the spare on Mildred. Patrick O'Neil 703-249-9593

For Sale: Spanking new rebuilt '40 engine. New pistons, sleeves, valves, crank and more. Painted and ready to install. \$3,800 '50 Convertible. 8,000 miles on ground up resto. Sheridan Blue. Great driving car. Bruce Mазzie, 301 865-7244

Wanted: Sales literature for 46-47-48 Fords. Ken Brown 301-644-1987 kkenmbrown@aol.com

For Sale: Exhaust manifolds for '49-'53 Ford V8. \$45 for the pair. Bob Wild 540 347-0725

For Sale--1970 Mustang 2 door coupe-302-V8-at -runs good body VG-\$3500.00 -1988 Chevrolet C20 Suburban-454 V8-Towing Package-looks and drives like new \$5,500.00 -1972 Chevrolet Malibu Sports Coupe-low mileage-garage kept-307 V8-at-ps-\$6,900.00 For Sale-1951 MGTD Runs and drives great-Green body with tan seats & top-\$9,950.00 Call Gene E. Welch at 540-869-7475

Wanted: Pick up tube and screen for 80# 59AB oil pump. Clift Harden 540-775-9524

Wanted: Still need '36 and '39 Deluxe transmission covers. Also need a '48-'52 F-1 front hub. Hank Dubois 703-476-6919.

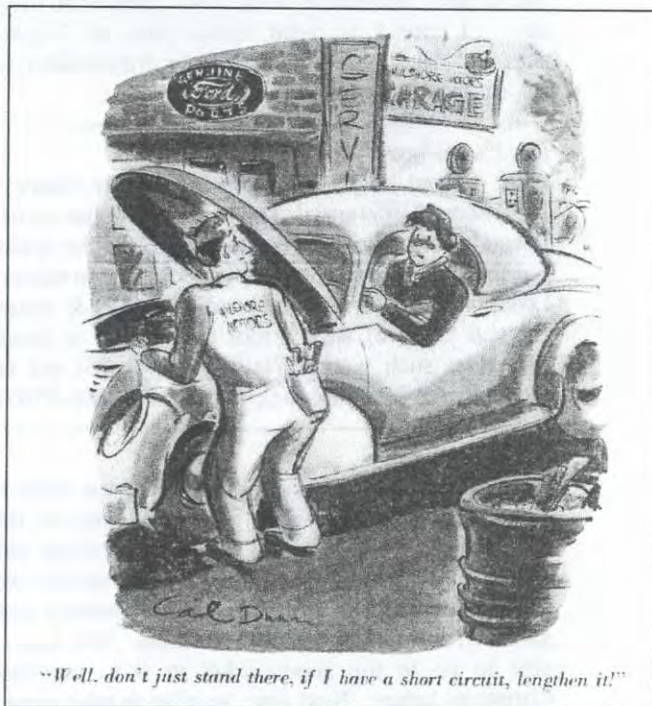


NVRG hats (\$15) and
Jackets (\$25) for sale
Eric Sumner
703-709-4164



Donald & Marge Pauly

1318 Moore Place, SW Leesburg, VA
20175 703-669-26505
'53 Mercury Monterey



"Well, don't just stand there, if I have a short circuit, lengthen it!"

2003 NVRG PROGRAM CALENDAR

January 14	Member Show and Tell	All
February 11	EFV8 Judging Standards	Mike Gall
March 11	Ford Literature – Part II	Cliff Green
April 8	Shop Chemical Safety	John Girman
May 13	TBD	TBD
June 10	Member Part Auction	All
July 8	Picnic	All
August 12	Grand National Meet Review	All
September 9	Making Your Ford Fun and Safe To Drive	Hank Dubois
October 14	Hershey Review	All
November 11	Three Brush Generators	Dave Gunnarson
December 6	Holiday Party	All

GARAGE TOUR JANUARY 25TH TO KEN GROSS – MARK YOUR CALENDARS

YOUR DUES ARE DUE!


As of December 8, 2002, the following members **have** paid their dues for the year 2003:

Amster	Fox	Javaras	Morrison	Shaw
Ayers	Gall	Kunsmann	Mote	Simons,Bill
Blum	Gibson	LaBaugh	Myrick	Simons,Billy
Burke	Girman	Lombard	O'Neill	Spero
Clark	Green	Lumpkin	Parker	Sumner
Crawford	Gross	Lunt	Pauly	Vincent
Cummings	Gunnarson	Martin	Pieper	Westrate
Dawkins	Hall	Mazzie	Potter	Whelihan
DuBois	Hess	McDaniel	Prater	Wild
Farkas	Hill	McIninch	Selley	Wright

If your name is **not** on the above listing, please send in the form below

**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 <small>(Standard, Deluxe, Super Deluxe, Custom, etc.)</small>	Engine	Body Style



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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

Vice President: **Steve Pieper** 703-860-2801
Secretary: **Jim La Baugh** 703-573-9285
Treasurer **Hank Amster** 703-753-9575
Membership: **Von Hardesty** 540-249-8761
Tours: **Ken Burns** 703-978-5939
Past President **Dave Westrate** 703-620-9597

Programs: **Dave Gunnarson** 703-425-7708
Property: **Eric Sumner** 703-709-4164
Activities **John Girman** 703-242-1459
Historian : **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
Web master: **Gunnarson@erols.com**

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