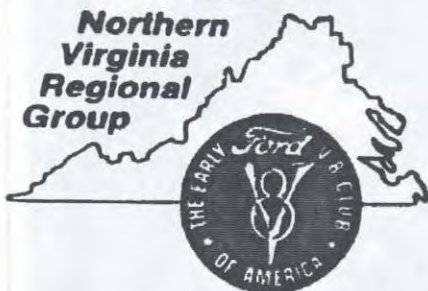




VALVE CLATTER

Northern Virginia Regional Group



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

<http://clubs.hemmings.com/v-8northernvirginia/>

Volume XXVI, No. 3

March 2003

Cliff Green, Editor



BILLY'S BIG TOP

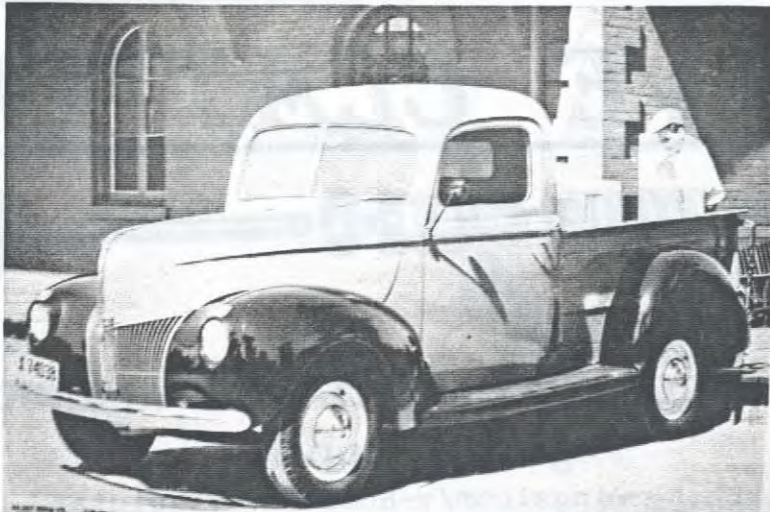
Eric Sumner



On a cold and rainy Saturday in February, the 22nd to be exact, a healthy crowd of V8ers met at Bob Evan's restaurant in Fairfax for a hearty breakfast. This was the first stop on our second tour of 2003. Buzzy and his son, Bill Potter, had graciously invited the V8 club to tour their garages and peruse their collection of cars, motorcycles and automobilia.

After we settled our bill with "Mr. Evans", and ironed out a car pool plan, we were off to Potomac, Maryland. We arrived at Bill Potter's garage, a 40' by 100' 2 story building, aptly referred to as "Billy's Big Top". There we met up with other club members, who would agree this place was a car guy's amusement park. Stepping through the door, we were greeted by two 1932 3-window coupes, one a barn fresh driver, the other a former hot rod project. At first glance, Billy's garage was truly overwhelming, but as we settled in, we found treasures in every corner. On the main floor, other cars found were an early 60s vintage Meyers Manx dune buggy, a '34 5-window coupe, and a '34 Phaeton that was originally a show car at the 1934 New York Auto Show, quite a piece of history.





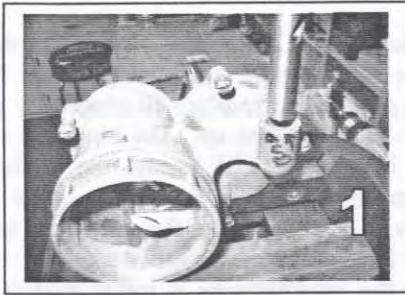
UP FRONT WITH THE PRESIDENT

March 2003

"Wow!" That was my impression in a word when we walked into Billy Potter's new 4,000 square foot (+ loft) garage on the club's latest tour. It was jammed packed with the kind of treasures that most folks can only dream about. "Absolutely amazing" were words that were heard over and over as we went up and down the aisles viewing countless Ford, Harley and Indian artifacts. Char McDaniel and my wife, Wendy, were the only two women that braved the rain, snow and slush to see this outstanding collection. Both enjoyed it as much as the twenty guys in attendance. Read Eric Sumner's account of the event in this issue. As previously mentioned, these garage tours are very popular and tour directors, Hank Dubois and John Girman, would like to hear from you to schedule a tour of your garage. Next tour stop is the AACA parts meet (3/28-3/29) in Frederick, MD. There is a possibility (on Saturday the 29th) of traveling to the meet in a van on a first come, first serve basis call Hank Dubois for details.

At the last monthly meeting, we were all treated to a very informative program on V-8 Concourse judging presented by member Mike Gall. Coming down from Pennsylvania just for the meeting, Mike kept everyone's attention by describing just what those National judges are looking for in a winner. Mike was also recognized recently for serving as National Deputy Chief Judge.. Thanks much and congratulations, Mike. Speaking of judging, word has it that Hank Amster has just been named 'Master Judge' by National. Program director, Dave Gunnarson, has another winner booked for this month's membership meeting. Cliff Green (fresh off the golf course in sunny Florida) will present part two of his Ford literature program. Cliff, as you may know, has an extensive library of Ford's history in period print, film and vinyl records. It is a great chance to see very rare and usually 'unknown to exist' examples of Ford's past. So be there and be prepared to be "WOWED" once again! By the way, Cliff's (and sometimes John Girman) Valve Clatter was recognized once again by the National Club for its outstanding quality.

Well, they say Spring is close at hand, which means it's time to charge up the batteries and check the air in the tires in order to be ready for the Club's upcoming, fun-filled V-8 season. See you there,
Steve



REPAIRING THREADS ON CAST PARTS

Editor

We all have carburetors and fuel pumps that have the inlet threads stripped from cross threading the lines. As careful as we are, it happens and there goes the part! Threads in castings do not stand a chance against the brass fittings. One way to prevent this from happening is after attaching the fuel line to the pump, then thread the fitting into the carb inlet BEFORE it is bolted to the manifold! This allows more play to insure the parts line up. Remember the threads do no prevent the fuel from leaking, it is the seat and the ferrel on the line.



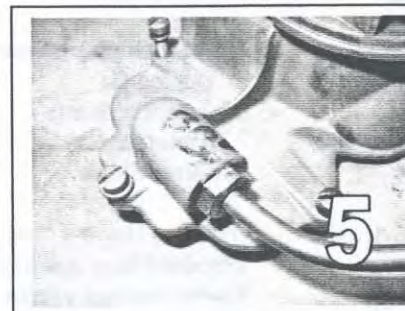
One of the ways to repair the part is to find another top half of a carb or fuel pump where the threads are good to replace it. This is becoming harder to do now days as the "junk parts" dry up, most have stripped threads and the prices are up. The prices of restored carbs and pumps are going up too – to the point where I believe it is worthwhile to find a way to repair the stripped threads. I have a bunch of 91-99 carbs that would sell for \$100 restored – this seemed worthwhile to me to invest in a *Helicoil* repair kit for \$40.



Helicoil part number 5528-8 for 1/2-20 thread repair comes with ten stainless steel coils, tap, and installation tool. The required drill size/diameter is 33/64 (.516). I thought I could borrow the drill from machinist Steve Pieper, but no luck and I had to buy one for \$17.

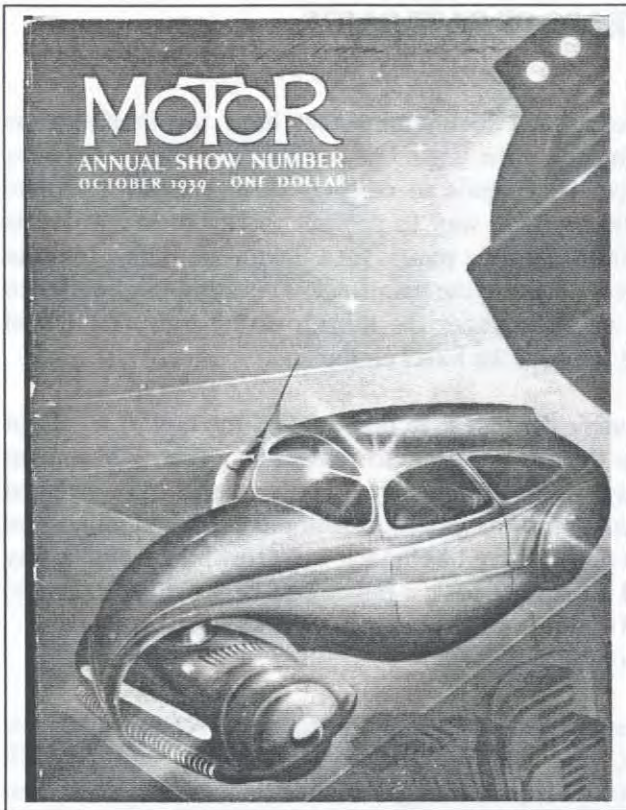


I am not a machinist, but a drill press and a drill press vise is all that is required to do the job – and a large tap wrench. The hardest part in the whole operation is clamping the part in the vise and aligning it with the drill bit! There is no real large flat surface to grip a carburetor top. The part has to be parallel to the table and the drill exactly perpendicular to the inlet hole. A slightly smaller drill bit can be inverted in the chuck and used as a guide to line things up then removed for the 33/64 as in figure 1. The depth of the drill into the inlet is important because you do not want to score the seat. Pres. Pieper advised me that the end of the drill bit can be ground to allow deeper penetration.



Now, after the hole is drilled the tap is run into the hole making sure that it is vertical – figure 2. The pot metal gives way easily to the tap. A stainless steel coil is inserted into the tool. A mandrel is rotated into the tool to engage a tang in the helicoil that allows it to be screwed into the tapped hole – figure 3. The helicoil is threaded 1/4 inch below the surface and the mandrel removed. The tang is broken off with a punch and the finished job appears as in figure 4. The fuel line is now easily inserted into the new threads and can be tightened down without fear of destroying the pot metal.

The helicoil: Provides a stronger assembly and eliminates thread wear, corrosion, galling, seizing and rust. The can be used to repair threads to their original size and condition. It worked for me! (Figure 5)



Prior to WWII, *Motor*, "The Automotive Business Magazine", put out a special issue every October and designated it "Annual Show Number". This huge 9 1/2 x 12 1/2 book with 319 pages sold for one dollar. Most likely it was vendored at the automobile shows across the country. Every advertiser had a full page to push his goods, from brake lining, cylinder rings, auto lifts, paint, hydraulic fluid – every supplier in the industry had space in these issues. Of course the automobile manufacturers ran flashy ads, including Ford who had a two page spread.

The new cars are examined minutely. There are pictures of the interior dash all grouped together so you can compare. Also, the style of the rear seat, front seat, rear end, front grill, etc. Details on how the doors are locked for every model, how the spare is located, size of rear windows and how they open – literally every thing you need to know to compare the various models. The specifications sections are amazing in detail examining every mechanical feature right down to the bearings. The general index claims 50,000 facts about the 1940 cars! It details which cars do not have a glove compartment lock! (The Bantam is the only one without a compartment).

Every car brand has a feature page written by the editors to describe the changes and improvements for that year. Since the script is not written by the car manufacture, it does not have a bias tone.

Let us examine the October 1939 issue. One thing that caught my eye is the two-page advertising spread for Ford Motor Company. The cars are illustrated by an artist and include the whole line up. The Lincoln's are shown together, both the Model K and the Zephyr, although no description is given for the K. That is because there was no 1940 model of this car – they had so many left over in 1939 that it was called the 1939-40! The write up on the Ford/Mercury is rather modest – only 6 paragraphs with mostly line drawing of the cars. The '40 models are called "More Attractive and More Comfortable". The Chevrolet spread is more impressive.

The BIG news for the 1940 cars was the Oldsmobile 4-speed automatic transmission with no clutch pedal. Four pages are dedicated with diagrams on how the trans works. Also, this is the year when the sealed beam headlights became standard for all cars except for four makes in limited production: Bantam, Crosley, Graham and Willys.

This is a rare piece of automotive literature with a wealth of information. My thanks to **Dave Blum** for loaning me this issue. Dave also has two other Motor show numbers in his collection.

Editor

Spring has sprung
And grass has riz
Where last year's
Careless driver iz!
Burma Shave

Around the corner
Lickety split
Beautiful car
Wasn't it?
Burma Shave

Is he lonesome
Or just blind
The guy who drives
So close behind
Burma Shave

Following too close
Was a lot of bunk
'Till they pulled him
From someone's trunk
Burma Shave

In this world
Of toil and sin,
Your head goes bald
But not your chin
Burma Shave

Don't kiss your girl
At the gate
Love may be blind
But the neighbors ain't
Burma Shave

Little Bo Peep
Was driving her Jeep
She fell asleep
Now's counting sheep
Burma Shave

Don't stick your elbow
Out too far
It might go home
In another car
Burma Shave

It's better to burp
And bear the shame
Than not to burp
And bear the pain
Burma Shave

You don't have a care
You don't have a worry
You've reached a point
Where you don't have to hurry
Burma Shave

YEAR 2003 NORTHERN VIRGINIA REGIONAL GROUP AS OF FEBRUARY 28, 2003.											
LAST NAME	FIRST	SPOUSE	ADDRESS	CITY	ST	ZIP	PHONE	EMAIL ADDRESS	CAR 1	CAR 2	CAR 3
Abeyta	Victor	Susan	5460 Fillmore Ave.	Alexandria	VA	22311	703-578-0888		46 Merc. Cpe		
Amster	Hank	Bea	8543 Foal Ct.	Gainesville	VA	20155	703-753-9575	hankbea@erols.com	41 S Dix Conv		
Ayers	David		722 Peck St. NW	Roanoke	VA	24017			40 Dix BusCpe		
X Belsley	Bob	Sandra	1036 Cup Leaf Holly Ct.	Great Falls	VA	22066	703-450-4146	bsbelsley@aol.com	50 Tudor		
Blum	David	Norma	9495 Coral Crest Lane	Vienna	VA	22182	703-281-1654	dnblum@erols.com	39 Conv Cpe	39L/ Zeph4Dr	53 Linc Conv
X Boardman	Brian	Kelli	13822 Chittim Meadow	San Antonio	TX	78232	210-490-2386	bboardman@msn.com	48 Merc. Cpe		
Bowers	Jack	Millie	59 Rutherford Circle	Sterling	VA	22065	703-450-5673	kkenmbrown@aol.com	41 Del. Tudor		
Brown	Ken	Mary	7030 Upland Ridge Dr.	Adamstown	MD	21710	301-644-1987		42 S Dix SW	40 Pickup	
Burke	Bob		3415 Fordy Lane	Catlett	VA	20119	540-788-4140		40 Opera Cpe		
Burns	Ken	Helen	10409 Stallworth Ct.	Fairfax	VA	22032	703-978-5939	kenb@headstartinfo.org	41 S Dix SW	41 S Dix S/W	
Chase	Paul	Elsa	9016 Fox Lair Dr.	Burke	VA	22015	703-978-5669	p.a.chase@worldnet.att.net	41S Dix 4 Dr	52 Vic. Tudor	
Clark	Bob	Betty	4763 Tapestry Dr.	Fairfax	VA	22032	703-323-5217	bbclark1@juno.com	40 Tudor	36 Tudor	
Crawford	Jim	Judy	P.O. Box 236	Bryantown	MD	20617	301-870-2036	jim@us2000.org	36 3W Coupe	35 Tudor	36 Tudor
Cummings	Leo		7922 Hill Stream Ct.	Springfield	VA	22153	703-866-9707	rpmhlc@aol.com	50 Merc 2Dr		
X Dawkins	Steve	Jane	624 Fleming St. #1	Key West	FL	33040		SPDJHD@aol.com	47 Merc 4Dr		
DuBois	Hank	Cindy	3627 West Ox Rd.	Fairfax	VA	22033	703-476-6919	hcdubois@juno.com	35 3W Cpe	35 3W Cpe	39 Dix S/W
Farkas	Michael		7294 Opal Rd.	Warrenton	VA	20186	703-347-2781		32 5W Cpe.		
Fox	Bill	Jo Ann	23020 Old Hundred Rd.	Dickerson	MD	20842	301-972-8319	foxarchitects@erols.com	34 Dix Rdstr	34 D/L Fordor	34Std5WCpe
French	John	Yvonne	1881 Luce Creek Drive	Annapolis	MD	21401	410-266-6964		35 Tudor	34 1TonPanel	49 Tudor
Frise	Barry	Denise	8905 Southwick St.	Fairfax	VA	22031	703-280-0776	barryrise@yahoo.com	36 Conv.Sedan		
Gall	Mike		RD 1, Box 58	Osterburg	PA	16667	814-276-3848		36 3W Cpe	53 Linc. Conv.	
X Gibson	Stephen		12107 Lime Plant Rd.	New Market	MD	21774	301-865-9019		40 Dix Cpe	40 SedanDeliv	
Girman	John	Patty	10407 Hunt Country Ln.	Vienna	VA	22182	703-242-1459	irgplg@aol.com	46 Dix Tudor	53 Victoria	
Green	Cliff	Sandra	6214 Militia Ct.	Fairfax Sta.	VA	22039	703-426-2662	dgreen@erols.com	40 Dix S/W.	36 Phaeton	
X Green	Russell	Tara	13839 Jefferson Pk.Dr.	Herdon	VA	20171	703-723-9170	down_shift@yahoo.com	42 Dix S/W	39 Conv.	32 Roadster
X Gross	Ken		17535 Francis Farm Pl.	Hamilton	VA	20158	540-751-0165	rrroadster@earthlink.net	35 1 1/2 Ton		
Gunnarson	Dave	Sarah	10707 Elies Court	Fairfax Sta.	VA	22039	703-425-7708	gunnarson@erols.com	50 Cust Tudor		
Hall	Jeannette	Barry	103 Spring Knoll Cir.	Fredericksburg	VA	22405	540-373-1229	moorehall@email.msn.com	36 Tudor	36 Sed Conv.	
X Handy	Wayne	Joyce	6361 Lakeway Dr	Mechanicsville	VA	23111	804-746-1376	pennyroy@comcast.net	41 S Dix S/W		
Harden	Cliff	Judy	10463 Dahlgren Rd.	King George	VA	22485	540-775-9524		40 Del. Conv.		
Hardesty	Von	Patricia	4577 Rockfish Rd.	Grotoes	VA	24441	540-249-8761	von.hardesty@nas.m.si.edu	50 Merc SptSed	53 Merc 2dr Hlp	
X Helms	Bob	Jane	749 Jackson St.	Woodstock	VA	22664	540-459-5890		35 Cabriolet	40 Merc Conv	40 Tudor
X Hess	Jim		102 Sussex St.	Fredericksburg	VA	22405	540-899-6493	dcahess@aol.com	40 Merc Conv		
Hill	Jerry	Joyce	PO Box 7110, Rt.768	Irvington	VA	22480	804-438-5450	irv@rivnet.net	50 Tudor		
Hinkle	John	Dorothy	609 Brush Creek Rd.	Winchester	VA	22603	540-888-4131	iejretired@aol.com	40 Std Cpe.		
Javaras	Jason	Dee	6401 Harrisom Rd.	Fredericksburg	VA	22407	540-786-5819		33 Cabriolet		
Judy	Roy	Karen	8489 Falling Leaf Rd.	Springfield	VA	22153	703-455-4793	rkjudy@aol.com	40 Dix Conv.	40 Sedan	40 Coupe
Kunsmann	Ray	Phyllis	4 Spring Marsh Circle	Savannah	GA	31411	912-598-7204	r.kunsmann@worldnet.att.net	39 Dix S/W		
LaBaugh	Jim		8405 Stonewall Drive	Vienna	VA	22180	703-573-9285	jlabaugh@erols.com	36 Phaeton	47S D/L S/W	
X Lamonds	Oz	Karen	13109 Dumfries Rd.	Manassas	VA	20112	703-791-6090	oz.lamonds@verizon.net	53Cust Tudor	47S/DL Sed/Cp	
X Lombard	Don	Tina	9505 Oak Stream Ct.	Fairfax Sta.	VA	22039	703-690-7971	don.lombard@verizon.net	36 Dix Rdstr	38 Std Fordor	
Lumpkin	Tom	Beverly	13817 Mills Ave	Silver Spring	MD	20904	301-384-7318	tbt13638@aol.com	41S/DL Fordor		
Lunt	Gerald		260 Parkway St.	Winchester	VA	22601	540-667-3422		51 Cust 4door		
X Martin	Frankie	Larrie	3727 West Ox Rd.	Fairfax	VA	22033	703-928-7136	Deleted			

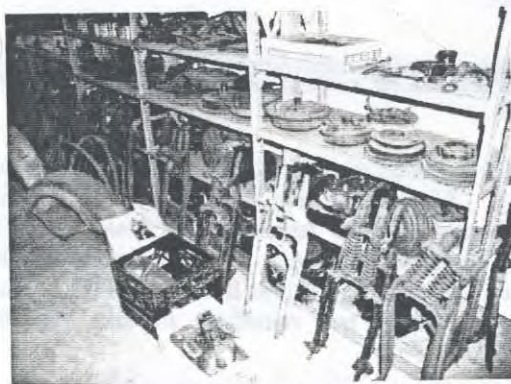
Mascoli	Ed, Debbie	2015 Pimmit Drive	Falls Church	VA 22043	703-893-6429	emascall@email.usps.gov	33 Pickup		
Mason	Tom, Joyce	6517 Fairland St.	Alexandria	VA 22312	703-354-5490	thisoldcar@email.msn.com	48Merc Coupe	50Cust D/Lconv	50Cust.Conv.
Mazze	Bruce,Debby	3100 Rolling Meadow Ct.	Monrovia	MD 21770	301-865-7244	jim.mcd@cox.net	34 Dix Rdstr		
McDaniel	Jim, Char	7112 Ayers Meadow Ln.	Springfield	VA 22150	703-569-6699	olcarfn@aol.com	51Cust Tudor		
McIninch	Dick, Joyce	215 Stoney Creek W.	Nellysford	VA 22958	804-361-2568	grtscotfr@aol.com	36 Dix Fordor		
McNiff	Alan, Carol	5605 Ogden Rd.	Bethesda	MD 20816	301-320-4159		46S/DLClbCpe		
Morrison	Charles, Dorothy	704 Plum Street Sw	Vienna	VA 22180	703-938-7194		34 5W. Coupe		
Mote	Michael, Alice	4307 Birch Pond Lane	Fairfax Sta.	VA 22033	703-222-0412		46 SedanDeliv.		
Myrick	Jerrel (Butch)	1322 Madison Ave.	Front Royal	VA 22630	540-635-7725		42 S D/L SW		
X Okeson	Lars, Cindy	2028 Planters Dr.	Hudleston	VA 24104	540-297-8451	okesonc@earthlink.net	37 1/2T Pickup	36 Std Fordor	35 Phaeton
O'Neill	Patrick, Diane	9902 Rand Drive	Burke	VA 22016	703-249-9593	schugoneill@erols.com	37 Linc Rdstr	41LincContCab	
X Parker	Richard	102 Manakee St.	Rockville	MD 20850	301-279-7145	rick@nerds.net	53MercMonthHp		
X Pauly	Donald, Marge	1318 Moore Place, SW	Leesburg	VA 20175	703-669-2650	swrcpieper@erols.com	40 Pickup		
Pieper	Steve, Wendy	3047 Promenade Place	Oak Hill	VA 20171	703-860-2801		36 Phaeton	36 Fordor	35 Phaeton
Potter	Buzzy, Ginny	10700 Lockland Rd.	Potomac	MD 20854	301-299-9099		32 3W Cpe	32 Std Rdstr	
Prater	Mike	6225 Cracklingtown Rd.	Hughesville	MD 20639	301-932-5543		48 Merc Fordor		
Roebuck	Jim, Diane	13026 Smoketown Rd.	Woodbridge	VA 22192	703-491-3942	mjroebuck@comcast.net	36Conv. Sedan	48LincCabr	36Cpe/48Linc
Ross	S.L., Lela	8358 Orange Ct.	Alexandria	VA 22309	703-360-3310	slross@erols.com	32 Tudor V8		
Ryan	John	108 Tapawingo Rd. S.E.	Vienna	VA 22180	703-281-9686	john@ryanweb.com	41 1Ton Panel		
X Selly	Bill	12111A Elm Forest Way	Fairfax	VA 22030	703-679-9462		51 Cust. Conv.	34 Tudor	49 SW
Shaw	Tom, Sarah	38756 Lime Killn Rd.	Leesburg	VA 20175	703-771-9374	trihickory@netzero.net	34 Dix Rdstr		
Simons	Bill, Liz	4526 N. 41st St.	Arlington	VA 22207	703-536-3648	bsimons@rustinsurance.com			
Simons	Billy, Missy	602 Poplar Drive	Falls Church	VA 22046	703-534-6552	artspero@aol.com	40DlxOprCpe	35 Pickup	
Spero	Art	3459 Cornice Place	Lake Ridge	VA 22192	703-491-6158		46 S/DL Tudor		
Stewart	Robert, Joan	3107 Juniper Lane	Falls Church	VA 22044	703-534-4056	summershack@aol.com	46 S/DL Tudor		
Summer	Eric, Nancy	1355 Oakshire Ct.	Herndon	VA 20170	703-709-4164	sweetj@sensitech.com	53LincCaprCvt	46LincContCabr	
X Sweet	Jack, Monica	1565 Old Eaton Lane	Reston	VA 20194	703-437-4898	isweet@erols.com			
Sweet	John	20 Jeremy Court	Sterling	VA 20165	703-810-8393	gates@intrepid.net	47S D/L Tudor		
Sykes	Gates, Janice	460 Grove Heights Rd	Berkeley Springs	WV 25411	304-258-1858	bstindall@aol.com	46 S D/L Conv	48 S D/L Sedan	
X Tindall	Bill, Sylvia	2437 Severn Lane	Centerville	OH 45459			40LincContConv		
Vaughn	Hubert(Red)Dorothy	3306 Royal Glen Ave	Davidsonville	MD 21035	301-261-4395		40 Dix Conv	35 Fordor	51CustFordor
X Vincent	Bill, Louise	31 Beech Drive	Stafford	VA 22556	540-752-0162	welco@visualink.com	36 Cpe, 47P. U.	51 Fordor	53 Crestline
Welch	Gene, Jeanne	1771 Macedonia Church	White Post	VA 22124	703-620-9597	dlwbaw@aol.com	39 Dix S/W	39 Std S/W	
Westrate	David, Barbara	11605 Helmont Dr.	Oakton	VA 22170	301-469-4808	awhelihan@aol.com	40LincContCab	47LincConCab	
Wheilhan	Alan, Joan	P.O. Box 221	Adamstown	MD 20186	540-347-0725	Rwild2129@aol.com	51 Cust. Conv.	42 S/Dix Conv	51 Cust S/W
Wild	Bob, Jane	143 Mosby Circle	Warrenton	VA 20186	540-347-0725	joew@carillon.com	38 Conv. Sed.		
X Wright	Joe	1902 Grandin Rd. SW	Roanoke	VA 24015	540-343-8859				
X= New Member or Change in Address or Email									
PLEASE SEND ANY ADDITIONS/CORRECTIONS TO HANK AMSTER									

In the back half of the garage, Bill had built a loft approximately 40' by 50' to house his antique motorcycles, parts, and other collectibles. Downstairs, there was a pseudo lounge area, complete with couches, refrigerator, microwave, and even a bathroom. So, what would you put in your lounge for a conversation piece? How



about a 1938 Bantam Roadster? Filling the rest of the area downstairs were various antique motorcycles, dating from the teens to the present, a '50 Olds convertible, an early 60s Cadillac convertible, a mid-60s Pontiac Bonneville convertible, parts, parts and more parts.

As we made our way upstairs, we found more motorcycles, motorcycle frames, display cases full of automobilia, and rows upon rows of shelving loaded with parts. My personal favorite was a collection of flathead performance equipment - many rare pieces Bill has collected over the past thirty years. What made "Billy's Big Top" so enjoyable was how he had taken the time



to organize his collection and the "perfect patina" found on every part. Every corner holds a piece of history, such as the W W I I paratrooper bike with folding handle bars and popup seat, found in his scooter collection. With such an extensive collection laid out in such an orderly fashion, many sections of Bill's garage resembled a display in a museum. While enjoying the coffee and doughnuts supplied by Bill, someone posed the question "what is going to happen to all this stuff, Bill?". His reply: "well, you really only rent this stuff for awhile".

Having taken in as much as we could, the decision was made to move on to our next stop, Buzzy and Ginny Potter's home. Between the melt off of the record breaking snow fall, and the heavy rain that day, we found standing water in the road on several occasions. Nevertheless, we found our way safely to Buzzy's garage. Here we found a beautiful '29 Packard, a '31 Model A Roadster, and a '31 Harley Davidson with sidecar, dubbed the "Honeymoon Harley", driven by Buzzy and Ginny

on their honeymoon. As we stepped from the garage into the rec room, Buzzy showed us another sampling of his collection of antique motorcycles.

Among them, several Harley Davidsons, dating back to the 1920s, one in particular, was a 1918 Harley Davidson used in WWI and brought back from France.



Other rare cycles were a 1915 Emblem, and a 1904 Thomas Auto Bi, which looked to be no more than a bicycle with an engine bolted to it.

Moving upstairs, we were treated to a generous table of refreshments prepared by Ginny Potter, a woman who is truly understanding and tolerant of the old car hobby. Once we had our fill of refreshments, we were directed to the other garage, where Buzzy parks the first car he ever owned, a 1931 Essex Boattail Roadster. Rumor has it, Buzzy sold this car to the Good Humor man, only to find it 47 years later and buy it back. So what does Buzzy park next to his first car? His second car, a 1936 Ford convertible sedan, the replacement for the '31 Essex at the time.

Due to the inclement weather, we were only able to see a small portion of these collections. I am told that in the many out buildings about the property, there were more automobilia treasures yet to be seen. I personally had seen so much already, I found myself in a daze. I again would like to thank Buzzy and Ginny, and their son Bill Potter for graciously opening their homes, and more importantly, their garages, and sharing their amazing collections.



Photos by Jim McDaniel

HERE COMES THE JUDGE!

By Bob Belsley

Here comes the Judge! If you want to restore your car correctly, one way to do this is to become involved in judging cars, according to Mike Gall. Mike made an informative presentation at the February meeting on the manner of judging cars.

Mike started judging in 1974 at a V8 National meet in New Carrollton, MD. Judging enables a person to meet a lot of nice people. You also get to see interesting cars, some of which you never knew existed. Dearborn, MI is the place to go for the ultimate in Early Ford V8 judging. Mike judges about 3 National meets a year and is a qualified Chief Judge. The National Club maintains a computer list of all judges, including how often an individual judges and the point value they assign. This is to assure consistency, which is important if a car is rated high at one show and lower at another. Cars given a Dearborn rating can increase in value.

If a collector buys a car with a Dearborn rating the computer listing is a helpful tool to substantiate that rating.

Although there are restoration manuals and books available, they are not the law when it comes to judging, according to Mike. He said that standards for judging the V8 cars have been developed and tightened over the past 25 to 30 years. Mike has had several opportunities to go through the archives in Dearborn to help with these standards, but he admits there is always something else to be found. All judged cars start with 1000 points and points are deducted ("gigged") for items that are not the way they left the factory or the dealer showroom. The body and interior are usually the easiest to judge and the least number of points are taken off in this area. The engine compartment and running gear are the places where most gigs occur. The right generator, the proper gas line, the bend in the gas line, the fuel pump, wiring, etc., are only some of the items that are usually not to Henry's specs. Also there could be a mid year change for the same model, with the early model having one type of fuel pump and the later model having a different one. Dates on the window glass can help determine when the car was made and if it is an early or late model. Mike indicated that paint is hard to judge. You could have three cars, all with the same basic color, but the colors could be slightly different after paint application.

There are 4 basic judging classes: Dearborn, Concourse, Touring and Rouge. Concourse is where the point value system is used, and where cars that receive over 950 points receive the "Dearborn" Award. These cars then graduate to the Dearborn Division and subsequently may be entered for point judging to qualify for a Dearborn Medallion award if they score a minimum of 925 points. After achieving that, at future meets these cars are only visually judged (walk-arounds) for further medallion awards. The Touring Division is for unmodified stock bodied cars. These cars are not

point judged, but are chosen by popular vote of the meet registrants. The Rouge class is for unrestored original cars. A Rouge car is judged on three things, interior, exterior and running gear. The car receives a check for each of the three items. If the interior is original but is a mess it still gets a check if it is original.

Mike indicated that once a car is judged, it cannot be rejudged. If you feel there was something wrong, you can appeal it to the Chief Judge. It is up to the owner to document questionable items on the car. If you have proven documentation, the judges will generally go with it. At the end of his presentation Mike handed out a copy of the Judging Instructions for the Early Ford V8 Club of America. He encouraged all of us to become involved with this interesting activity.

TWO NVRG MEMBERS RECOGNIZED FOR JUDGING

By Editor

Two NVRG members were recognized for their service in judging early Ford V8's. Mike Gall received a plaque from the President of the National for his service as the National Deputy Chief Judge, which he shared with members at our February membership meeting. Hank Amster was recognized in the Jan-Feb issue of the Early Ford V8 Times for his ten years of service as a judge and he is now a master judge.



PUNXSUTAWNEY PHIL DRIVES A FORD PICKUP.

By Dave Westrate

Well, I promised a report on our trip to Punxsutawney, PA to see Phil do his thing. After a nice trip through the snow-covered mountains, we checked into the famous Pantel Hotel. As fate would have it, on the check-in counter was this picture of a 40? Ford pickup with three Phils in it. It was the cover of the 36-page event magazine. I finally had something to make me feel legitimate.



Barbara's sister's family showed up from Ohio, and we spent Saturday enjoying the town's Winter Festival with arts and crafts, food galore, story tellers (this town is good at it!) and the like. We especially enjoyed the ice carving and wood carving displays. The ice sculpture was 12' high, 15' wide and took a forklift to stack the blocks of ice. It took six men all day to carve a big Phil, with a 2003 next to him.

On Sunday, the alarm clock went off at 3:30 am. Dressed with everything we owned, we headed off into the dark and falling snow to ride the school busses with 40,000 other fools to Gobbler's Knob. We were greeted with a huge bonfire, rock music and dancing for the next two hours. At 6:20 there was a way cool large fireworks display lighting up the snow-covered woods accompanied by rocking Star Wars music. Three young men took the stage to propose marriage to their girlfriends during this party time.

Next, approximately 12 men in top hats and tails, who are know as the "inner circle" form a procession and march through the crowd to the stage. This year for the first time in the 117-year history of the event, the Governor of Pennsylvania was in attendance, and they put a hat on him. Thus, he became an honorary member of the inner circle. Then Phil was hauled out of the tree stump and the "prognostication" was made – six more weeks of winter.

I have concluded that the one thing that separates humans from other animals is our ability to have humor in our lives and perpetuate a spoof like this for over a century. As you know, the free spirit in our family is Barbara, and I thank her for forcing me to have such a good time with this.



1940 SNOOD

By Patty Girman

Have you ever heard of a snood (rhymes with food) before? No, it isn't a rare part for a V-8, but it was used by the 1940's women who drove V-8's. I asked my mother about her experience with a snood and that brought back memories of a unique time in our history. My mother had two and hers were blue.

So, what exactly is a snood? Historically snoods were a type of hairnet made of large loose "bags" that covered most of the hair - a cross between a soft bag, a hairnet and a hat of sorts. They first appeared in the Middle Ages. Snoods were made from a wide range of materials such as netting, cloth, cotton, muslin, lace, silk, velvet or ribbon. The women of the 40's wore theirs for protection for they were required in the work place. As we know, many women moved into the work



force during the war years and many of the jobs they took called for them to remove their heels and dresses and don substantial shoes and work pants and "Rosie the Riveter" was born. The trend of wearing ones hair long in the pompadour style was in vogue, and this became a safety issue. Some women just wrapped their heads in a scarf, but some wanted to still look stylish while at work and the snood became popular.

Today, the snood will show itself on college campuses, at Renaissance fairs, proms and more fashionable events. To my surprise there are several web sites that will sell you a very fancy snood for a very fancy price; or you could crochet your own with instructions you can download. The modern day snoods are designed to show off the hair and are often accented with beads, jewels and have precious stones sewn onto the headpiece.

FIRST SWAP MEET OF 2003

AACA Sugarloaf Mountain Region

Frederick MD Fairgrounds

Saturday, March 29, 2003

Vanpool leaves Fair Oaks Mall @ 8:00 am

Call Hank Dubois if you need further information 703-476-6919



The Early Ford Club of America

December 25, 2002

Hank Dubois, President
#96 Northern Virginia Regional Group
P. O. Box 1195
Vienna, Virginia 22183

Dear Hank,

On behalf of the National Board of the Early Ford V8 Club of America, I would like to extend our congratulations to you and the 96th Regional Group on your 25th anniversary.

Your loyalty and dedication to the Early Ford V8 Club are certainly admired and appreciated.

I wish that I could have been there personally to present the enclosed certificate of recognition on behalf of the Early Ford V8 Club of America. The newsletter of this club shows the strength and dedication of each and every member.

Once again, congratulations on your 25th anniversary. We wish you many more enjoyable years with the Early Ford V8 Club of America!!

Happy V8ing,

Waymon Brownlee
Director of the Southeastern Region
Early Ford V8 Club of America

The Early Ford V-8 Club of America, Inc.

Special Recognition of

Northern Virginia Regional Group

#96

on the Celebration of Their

25th Anniversary

as a REGIONAL GROUP

of The Early Ford V8 Club of America

December 1, 2002



Charles Green President
John Hinkle Vice President
Bill Selley Secretary/Treasurer

The NVRG was chartered by the National on December 27th, 1977. The first meeting was not until February 1978 at Mike Gall's house in Fairfax. Current charter members are: **Hank Amster, Nick Arrington, Mike Gall, Cliff Green, John Hinkle, and Bill Selley.**

SELL/WANT

WANTED: 49 - 53 V8 bare block, complete engine or anything in between. Also, 33-34 complete rear end. Contact John Ryan, john@ryanweb.com or 703-281-9686 or 301-469-7323.

FOR SALE: 1947 Mercury Town Sedan, Taffy Tan, mechanically superb, body and paint first rate, original interior, WWW, and radio. Specialty tools, parts, etc. available. Car currently garaged in Tappahannock, Virginia. \$12,000. Contact Steve Dawkins in Key West, 305/296-8791 or SPDJHD@AOL.com for .jpg pics.

TRADING as Vintage Auto Warehouse, LLC in Frederick, MD I stock most 1936-48 Lincoln parts and most transmission and may chassis and engine parts and batteries for V-8's, I have wholesale accounts with Egge, Mac's Job Lot, Vintique, Rhode Island Wiring, Hastings, Newcastle Optima and other companies and can supply many of your mechanical parts needs. We also have excellent coil, distributor and water pump rebuilders. We have a complete machine shop on the premises and a part time mechanic with lots of recent experience on V-8's. Our suppliers will drop ship directly to you in an emergency. Call me and I will try to help. Alan Whelihan, 301-874-5464 or awelihan@aol.com

FOR SALE. 1972 Chevy Malibu Sport Coupe, low mileage, garaged, 307 V8, very clean, runs and drives great, asking \$5,950; 1970 Ford Mustang Coupe, 302 V8, drives great, asking \$2,900; 1988 Chevy Suburban C 20, 454 V8, towing package, very clean inside & out, you have got to see this, asking \$4250; 1921 Ford Model T, all original needs work, will run, asking \$6,000 Contact Gene Welch, 540-869-7475 or email welco@visuallink.com

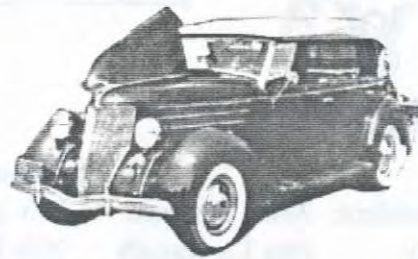
TO EDITOR:

Cliff, Hope you enjoyed your visit to Florida and everything is going well with you. I always enjoy the Valve Clatter and your articles. Regarding your last article on solid state regulators, I'd like to make a few comments. While the small square 81-A/91-A regulator was made for one year, 1939 as you reported, it was also used on late '38's. It was also used on early '40 Fords & Mercurys as well. By early '40 I mean cars with glass stampings of 1939 and '40 cars with ash trays that opened from the bottom rather than pull out from the top. Also, early '40 std's. that have chrome '31 std. door escutcheons. Several of the original untouched, unrestored '40's I've owned had these regulators. My original '40 Mercury coupe had a square regulator which Jim Peterson restored for me. In the '40 Dealer Book_ "The Quality Group", the square regulator is shown on '40 models. This book has a '39 copyright date. Take care and Best Regards, Jerry Hill

Cliff, Another source of solid state voltage regulators for our cars is Fun Projects, Inc. at 630-584-1471 or www.funprojects.com. Priced from \$68.50 to \$89.00, these regulators look just like a cutout and simply screw on the generator. I've had one on my Model T and my 3-yr warranted battery is going on its seventh year. Regards, John Girman



V8 CALENDAR NVRG



March

- 11 General Membership Meeting. Program: Ford Literature - Part II - Cliff Green
Refreshments: Leo Cummings
- 25 NVRG board of Directors meeting.
- 29 AACA Sugarloaf Mountain Auto Parts Meet & Auto Auction, Frederick Fairgrounds, Frederick, MD.

April

- 8 General Membership Meeting. Program: Shop Chemical Safety - John Girman
Refreshments: Steve Pieper
- 12 Poker Run (Spring Tune-up Tour-Get your cars ready!)
- 29 NVRG board of Directors meeting.

May

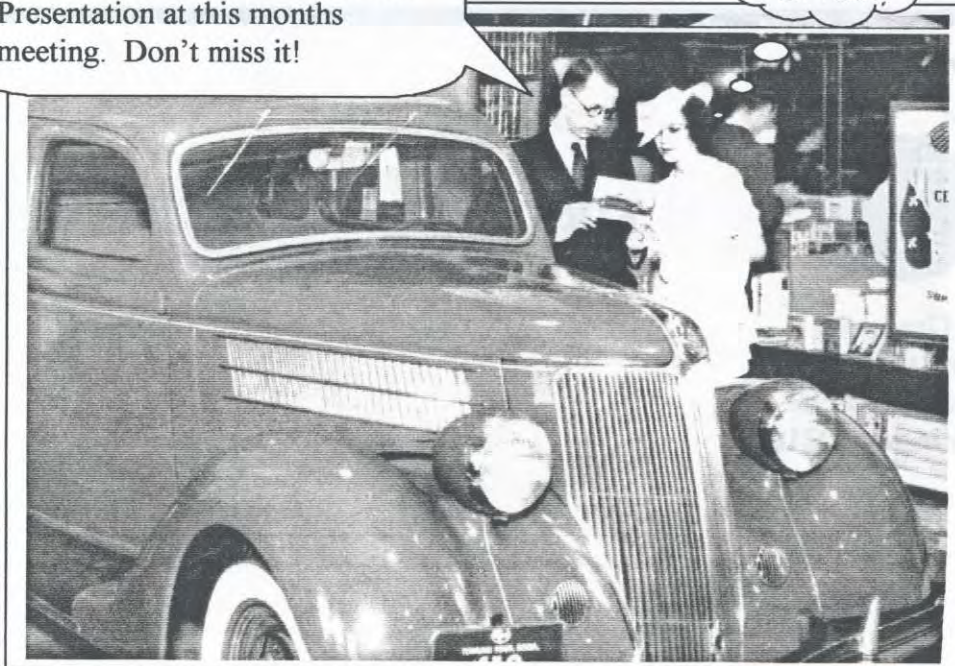
- 3 Willow Croft Wine Tour (May 4, rain date)
- 13 General Membership Meeting. Program: TBD- Ken Gross
Refreshments: Bill Simons
- 17 Fairfax Car Show, Fairfax City, VA
- 27 NVRG board of Directors meeting.
- 31 Drive-in Movie Night Tour

June

- 10 General Membership Meeting. Program: Chrome Plating - Bob Maersch, Annapolis Plating
Refreshments: Dave Westrate
- 15 Sully Car Show, Sully Plantation, VA
- 24 NVRG board of Directors meeting

Cliff Green will have literature like this to show in Part II of his Presentation at this months meeting. Don't miss it!

Is this for real?





BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: **Steve Pieper**.....703-860-2801

Vice President: John Girman	703-242-1459	Programs: Dave Gunnarson	703-425-7708
Secretary: Jim La Baugh	703-573-9285	Property: Eric Sumner	703-709-4164
Treasurer: Hank Amster	703-753-9575	Activities: Dave Westrate	703-620-9597
Membership: Jim McDaniel	703-569-6699	Historian: Don Lombard	703-690-7971
Tours: Girman/Dubois		Newsletter: Cliff Green	703-426-2662
Past President Hank Dubois	703-476-6919	Web master: kenb@headstartinfo.org	

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**