



VALVE CLATTER



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

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January 2005

Cliff Green, Editor

THANKS - Editor

Well, another year of publications behind us. We await the decisions of the Newsletter Judge and the Old Cars Weekly people to see how we stand against the other rags. I know that without your help we would have just another newsletter. I would like to thank the following members for contributing to the VC in 2004:

Hank Amster, Brian Boardman,
Al Edwards, Patty Girman,
John Girman, Sandra Green,
Ken Gross, Dave Gunnarson,
Jeannette Hall, Von Hardesty,
Jason Javaras, Jim LaBaugh,
Oz Lamonds, Don Lombard,
Jerry Lunt, Dick McInnich,
Patrick O'Neill, Don Pauly,
Steve Pieper, Jim Roebuck,
Tom Shaw, Bill Simons,
Art Spero, Eric Sumner,
Gene Welch, Dave Westrate,
Bob Wild

Member contribution to the newsletter makes for interesting reading and variety, plus it makes my job easier. There is lots of V8 material to cover and I hope, as in the past, that the articles will keep coming.

Thank you for your contributions – Happy New V8 Year



THINGS TO DO IN 2005

- ◆ PAY YOUR DUES
- ◆ CONTRIBUTE TO THE VALVE CLATTER
- ◆ ATTEND MEETINGS
- ◆ DRIVE YOUR V8
- ◆ GO ON A TOUR
- ◆ VOLUNTEER AT OUR CAR SHOW
- ◆ CONSIDER JOINING THE EARLY FORD V8 FOUNDATION TO HELP PRESERVE 1932-1953 EARLY FORD V8 HISTORY

THIS CLUB IS FUN AND FRIENDLY – FIND OUT!



UP FRONT WITH THE PRESIDENT



January 2005

Happy New Year to all you early Ford V8ers! Last year ended on a high note, as usual, with the Christmas Banquet and this year promises more of the same high level of activities. Our thanks to all that made it such a special event.

And, of course, our special thanks go to **Steve Pieper** for his leadership over the past two years (and I suspect that **Wendy** also lent a hand on many occasions). Steve and the past Board certainly set a high standard for the club. I think we can look forward to another great year because we continue with most of the same Board, augmented by the addition of **Frank Martin** and **Greg Mensinger**.

We've already passed the Winter Solstice and it's the time to finalize plans to get those flathead Fords ready for upcoming car shows and touring. During the last Lebkicker Tour a few items surfaced on my '53 that require some attention: a leaking water pump and a noisy throwout bearing. I've consulted with a few members and started ordering parts to remedy these problems. I suspect some others in the club have a few winter projects involving their favorite flathead.

And if your project involves brakes (and even if it doesn't), don't forget the upcoming general membership meeting. **Eric Sumner** will complete his presentation on hydraulic brakes. No doubt even more experienced members will pick up a few tidbits. Also mark your calendar for the Ace Rosner garage tour on January 15. This is a rare opportunity to see a private collection of 26+ vintage cars, which is not open to the public. The Model A guys will be joining us for this event. See the notice elsewhere in this issue of the VC for more information.

As illustrated above, this is a great club and we're going to have a outstanding year! Plan on joining the club in as many activities as you can. You'll enjoy it.

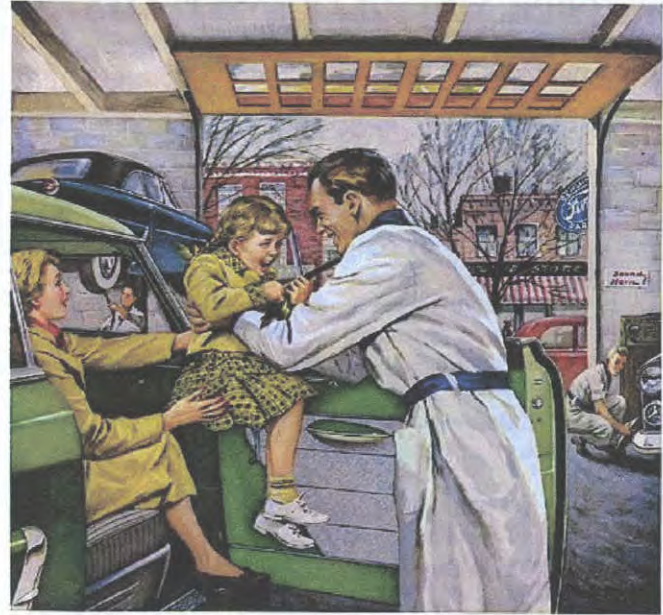
John



THE AUTO TREE.
BIG BASIN, CALIFORNIA—26
OVER 300 FEET HIGH

“The Auto Tree, Big Basin California- over 300 feet high”
The back of this post card states: “This tree burned out 100 years ago leaving a hollow space sufficiently large enough for a car to back into”

Look closely – this is not just your ordinary '40 Ford , but a woodie! Probably a park service vehicle as identified by the uniformed ranger beside it.



You're in good hands at your Ford Dealer's



Save signs of savings

There's something special about the service attention you receive from your Ford Dealer.

It's more than just the work of a Ford-trained mechanic. It's more than the stock of Genuine Ford Parts. Your Dealer has an head...and it's more than

just his knowledge of Ford-approved methods and Ford-right tools. It's the satisfied feeling you gain from dealing with folks you know, folks whose future is wrapped up in your Ford.

You and your Ford are truly in good hands at your Ford Dealer's.

FORD DIVISION OF FORD MOTOR COMPANY
Fifty Years Forward on the American Road

This is one of a series of “good hands” ads that Ford ran in 1952 - 53. It always pictured a service manager helping children – an indication that you could trust the service – it was safe. The manager always is shown in a shop coat and bow tie. However, this little girl appears to be pulling on his neck tie! Not safe apparel – could get caught in a fan belt!

The editor has only one other in this series. If you have others please submit them for publication - Thanks.

JANUARY TOUR: ACE ROSNER COLLECTION – NW DC

Meet at the Ravensworth shopping center parking lot (behind Gas station) leave at 9:30 sharp. Ace said his place is near the Zoo. Take Theodore Roosevelt Bridge into DC. Get in right lane and take right turn going toward Independence Ave. At stop sign make a right onto Rock Creek Parkway. Go past back of Kennedy Center and Watergate. Once past the Georgetown area, stay in left lane, go up hill near the Shoram Hotel. Make a left onto Calvert Street at the light. Go two more traffic lights and make a right onto 29th St. Come to stop sign at hill (Woodley). Apartment complex is on corner of 29th and Woodley. Address of Apartment is 2800 Woodley Rd. Since parking is real limited, Ace says to find a place on the street. You may have to park a block or two away. Walk down the first drive next to the blue dumpster at apartment complex into parking garage. **CAR POOLING IS ADVISED – DON'T MISS THIS**

VIEWING! 26 cars of all descriptions

TECH TIPS: **RESTORING VINTAGE LICENSE PLATES**

A good winter Project – *Art Sepro*

Why would anyone want to do this? Restoring your old car's vintage license plates can be a good winter project. While your favorite vintage vehicle is resting in the "barn" for those seemingly long, cold, and some times snowy winter months, you can still enjoy the hobby.....and maybe learn some new skills. It's a relatively easy project, even for the beginner. Anyone who has painted the trim on their house can do this. A modicum of patience, and a few dollars for supplies is all that is needed. There can be a lot of satisfaction when you see the finished product. And your vintage vehicle will be a bit more authentic as an added benefit. This particular project was a Christmas gift to my son for his 1931 Ford Model A coupe.

I have seen and read about many ways to restore vintage plates. They all seem adequate, some resulting in a bit nicer appearance than others. The various techniques used are most likely dependent upon the specific skills and comfort zone of the person. I have tried a variety of these techniques and have found one to be best suited to my skills. I will describe this below.

Where do you start? As a starting point, if you do not already have them, I recommend you purchase plates in the best condition you can find, and that meet your budget. There are quite a few dealers who specialize in vintage plates, both restored and un-restored. You will usually see them at local flea markets and places like Carlisle and Hershey. Sometimes you will even see used plates at yard sales. Internet sales are another source, however, it may be a bit difficult to determine their true condition and quality. Club members can also be a good source for vintage plates. If you find very nice original plates, you will be faced with a tough decision – restore or use as-is. My choice is always latter one. It's hard to beat the originals, even with a few defects. I currently have a very nice used set on my 1940 Ford coupe, blemishes and all. I wouldn't think about restoring them. The car has won two "Best of Show" awards and an AACA "First in Class" with these plates. Badly rusted or bent tin will require skills similar to fixing a dented and rusted body panel. Unless you are a glutton for punishment, or cannot get better examples, this seems to be much more work than the return is worth. For marginally more dollars you can usually find a set of straight, surface rusted plates and save a lot of work. I have purchased plates in a variety of conditions, including NOS, very good used, not so good used, and restored vintage plates. I prefer the NOS plates, but the cost can be very high, and they are usually quite scarce. You will find that NOS plates, more often than not, will have blemishes and defects in the background paint as well as the raised numerals and letters. I found this to be true for a set of "still in the envelope" 1940 Virginia plates I purchased 10 years ago. After all, you need to keep in mind prisoners who were not necessarily artisans made them, and, probably more importantly, they were

intended to last only one year. The paint can be blotchy and very "thin" on the background, and imprecise on the numerals. Keep these things in mind when restoring your plates.....perfection is far from the goal. The several sets of already restored plates I have purchased are of varying quality, none of which do I consider top quality workmanship. Nor do any of them replicate the look resulting from the process used on the originals. They all look adequate from a few feet away, however the degree of attention on details was not what I wanted. Those were the driving reasons for me to try restoring a set of plates myself. As an aside, prices of restored plates do not seem to correlate well with quality of work, but rather with the specific year needed and availability at the time you want them. Prices seem to fluctuate considerably. To me, there is no apparent rhyme or reason for this.

What materials and tools? Most of the tools required to restore a set of vintage plates in fairly good condition will already be in your shop. The one exception might be a bead blasting cabinet. If you do not have one, check with your friendly club members, or the local schools to "borrow" a few minutes usage. In a pinch, a wire brush and coarse sand paper (100 grit) can work fine, but will create a bit of dust.....remember to use a mask for breathing! For plates with bent tin, a set of body dollies and hammers will be most useful. More creative people could use some scrap metal pieces, a vice and a light hammer in place of the body set. For those with holes rusted through, a set of oxy-acetylene torches and brazing skills will be required.....but that's for another article.

Paint supplies will include self etching primer for bare metal, a "hi-fill" primer for shallow pits, a body putty for deeper pits, sandable primer, single stage color finish (to match the original year of issue background), and "1-Shot" sign lettering paint (to match the original year of issue numerals and letters). You can get the lettering paint at an art supply store. All of the primers and the color finish paints can be obtained from your local auto supply house as "rattle cans", or your auto paint supplier in un-mixed 1-pint cans as well as appropriate solvents and hardeners. I used the "rattle cans" for this project since the small quantities needed seemed hardly worth the time and effort to prepare and clean my compressor driven spray guns. As an alternative, an airbrush may be your choice, depending on your skill level. You will also need some 220 grit sand paper, small quantities of a degreaser (I use Dupont 3919S "Prep-Sol"), mineral spirits, and, depending on your paint application skills, a fine polishing compound.

To obtain the look of the original process, I chose to paint the large numerals with a roller. I tried a few different rollers and techniques before I was satisfied with the results and finally selected something called a 6" side nap roller sold under the name "WHIZ Roller System". These are available at your local home supply centers. This particular roller has very a short nap (approximately 1/16"), such that the paint does not flow down onto the background portion

of the plate. It works very much like an ink roller used by old time type setters.....similar to what I understand to be the process used for the original plates. As an alternative, you can use a flat 3/8" artist's lettering brush. I tried this method, but preferred the roller for a more authentic look. From their appearance, I would say that all of the restored plates I have purchased have brushed rather than rolled raised numerals. I do not know the reason for this. If your plates are almost perfectly flat, you will also be able to paint the smaller raised letters (state) and numerals (year), and the perimeter stripe (Note: some plates do not have this stripe), with the roller. I found most plates to be warped at least to some degree and was unable to produce a satisfactory result with the roller. I think someone with sufficient patience and skills could do it, however. My final selection for the smaller stuff was to use a #1 white sable artist's brush obtained at an art supply store. This brush, along with my particular skill level, seemed to closely replicate the original plate appearance.



Some useful tips.

Most projects have a variety of methods and techniques to obtain satisfactory results. This one is no different. A simple description of the process would be clean, straighten and

paint your plates. Obvious, but not very helpful. The methods, techniques and process I used to restore a set of vintage license plates (Figure 2) are described as follows:

Immediately after bead blasting both sides of the plates clean the surfaces thoroughly with a degreaser/solvent. As soon as the degreaser dries apply a coat of self etching primer. This prevents the onset of oxidation (rust) and provides a solid base for follow on paint systems. Using body dollies and hammers, straighten any bent tin. Re-prime as necessary. Fill in pits with a thin coat of body putty, or "hi-fill" primer. Use putty for deep pits, hi-fill primer for shallow pits. Epoxy body fillers (like "BONDO") are not needed or recommended. Sand the putty/hi-fill primer with 220 grit paper and apply a light coat of sandable primer. Repeat this step until the surface quality is satisfactory. Clean the plates thoroughly with Prep-Sol and the plates are



ready for the first color coat of paint. It is best to use disposable gloves throughout this process to both avoid chemical contact with your skin, and keep oily fingerprints

off the work surfaces. Also, it is advisable to use a respirator or appropriate breathing filter to avoid ingestion of dangerous chemicals.

The background color paint is sprayed first. Build the color gradually. Multiple (2 or 3), light coats of color paint are best. Patience is critical! Avoid the temptation to spray heavy coats. This will likely result in runs and sags, and turn the project into a real headache. The final coat needs to be a bit heavier (wetter) so the paint will flow a bit and settle out to a smooth, lustrous finish after the solvent flashes. Complete painting the reverse side of each plate first. This allows ample space for a technique "learning curve", and this side will usually be hidden when the plates are on the car. Any imperfections can be sanded out and re-sprayed after the paint dries sufficiently. Bare metal spots need to be re-primed. After the reverse sides are completely dry, the fronts can be painted using the same techniques.

The large, raised numerals are painted using the roller. Load the roller with "1-Shot" paint and roll out most of the paint on a clean, flat surface such as newspaper, scrap paper, sheet rock or a board. The roller will be almost dry, but will be just right to apply a light coat to the numerals. Roller pressure on the numerals should be light to assure covering the raised portion only. "1-Shot" is very forgiving - any mistakes or unsatisfactory results can easily be removed with mineral spirits within a few minutes. Two very light coats normally give the best results. Small imperfections are OK.....remember the originals were not perfect! If any touch up is needed, use a #1 artist's brush. The "1-Shot" repair will flow evenly and will be imperceptible when dry.

The final step is painting the small raised state letters and year, as well as the perimeter stripe if the original plates had one. Using the #1 artist's brush, slowly, but steadily stripe the numerals and letters. Try a few practice strokes on a test piece to adjust the amount of paint on the brush. One continuous stroke will give the best results. When necessary, reload the brush and continue. The "1-Shot" paint will flow and dry as if there were no breaks. Any mistakes or unsatisfactory results are easily removed with mineral spirits. Again, patience is important!



FORD MEMORABILIA



This item came up for auction on Ebay and is most unique. What we have here is a pristine gallon anti-freeze can encircled in a stiff cardboard display. The image is very low resolution and the message is not distinctive.

The can is 10" tall, so the display is around 24" total. The description was that one corner was bent, but that did not discourage the bidding. It sold for \$1,126.

Good examples of the gallon anti-freeze can will sell for around \$100. The price has been driven down since the advent of Ebay. More examples are appearing.

TECH TIP - Three tools in one

Eric Sumner

A handy tool I highly recommend for any car guy is a compression tester. It can serve more than just its intended purpose. I purchased mine from Sears, it's relatively cheap, and gives accurate compression readings. It's comprised of two pieces. The first is a hose which screws into the spark plug hole on one end with a male quick disconnect on the other end. The second piece to the tester is the gauge itself, with a female quick disconnect to attach it to the hose.

Let's say you've just done a compression test on your engine. All readings are 100-115 PSI, except for one cylinder, which reads 85 PSI. Why? The following procedure is truly "shade tree" mechanics, but it's quite effective. Remove all spark plugs, put the transmission in neutral, and chock the wheels. First we must find top dead center (TDC) on the compression stroke of the suspect cylinder. To do so, disconnect the gauge from the hose on your tester, and place it aside. The end of the hose that screws into the plug hole has a Schrader valve in the end. Remove the Schrader valve and screw the hose into the plug hole of the suspect cylinder. Next, attach a piece of clear rubber hose, 3-4 feet in length, that fits snugly on the quick disconnect end of your compression tester hose. Place the other end of the clear hose in a clear jar about half full of water, making sure the hose is submerged. Next place your socket wrench on the crank shaft bolt and begin turning the engine over by hand until the hose starts to blow air bubbles. Once bubbles start blowing, keep turning slowly until the bubbles slow down. At this point, you are near TDC compression for that particular cylinder. Continue slowly while watching the end of the clear hose - at TDC the bubbles will stop. Turning past TDC will start

to draw water into the hose. The objective is to stop at the point between where the bubbles stop and before water starts to be drawn back into the hose. At this point, remove your socket wrench from the crank shaft bolt, and remove the clear hose from the quick disconnect, but leave the compression tester hose attached. Next, attach the hose from your air compressor to the quick disconnect. A word of caution at this point: you are pressurizing this cylinder, and if you are not at TDC, it could cause the engine to turn over, so watch your hands around moving parts - such as fans, belts, etc. I usually regulate the air pressure to around 90 PSI. If at this point, the engine has not turned over, you are ready to start your investigation.

Start by removing the oil breather and listen down the oil filler neck. Some hissing noise from here is normal, as a certain amount of leakage past the rings is okay. But, if it sounds like a sandstorm in there, that's bad news. The rings are shot or maybe worse. Normal hissing? Good, let's move on. Next, pull off the air cleaner and hold the carburetor wide open and listen. A hissing heard here means intake valve trouble. No noise? Excellent, let's go to the rear of the car. Now get down on your hands and knees and listen to the exhaust pipe. Uh oh...that hissing you hear means trouble with the exhaust valve: could be stuck, could be burned or cracked. Either way, congratulations, you've just performed a "shade tree" cylinder leak down test.

With one simple compression tester, you can determine cylinder compression, find TDC of any cylinder, and do a cylinder leak down test to determine the cause of low compression.



This photograph is from Robert McNeill's 1940 book "The Negro in Virginia", sponsored by the Works Progress Administration. McNeill's photographs capture the pride of owning a new car, the concentration of a man at work, and both the anticipation and tedium of waiting for a chance to earn a day's wage. In his photographs, he brings a sense of objectivity and depth to situations often susceptible to stereotypical portrayals. ('39 Deluxe with w/w's) Thanks to Von Hardesty

LADIES PAGE

“You women motorists want something – and rightly, too – in addition to mechanical excellence in a car. You want dash and spirit. You want beauty and good taste. These, and more, are the things you will find in the new Ford V-8” This is the first paragraph of this unique Ford ad. Remember that women were not recognized as potential drivers or even owners of automobiles in the early ‘30’s. not be blown around.

However, there is nothing mentioned in the ad about how the car drives, or how easy it is to stop. All descriptions are about comfort and how easy it is to get in and out of.

This advertisement, directly aimed at the ladies takes up the entire page (Editor does not remember the source)

One feature of this '34 Ford suggest a feature that women will appreciate “draft free ventilation with no obstructions to vision. Just a turn of the handle after the window is closed slides the glass back leaving a ventilation slot that draws air from the body.” This suggests that your hair will Makes sense for the ladies – they are assumed to be not interested in anything else.

This attitude changed in 1936 where ads featured the “ease of driving’ featuring women

Dash and Spirit—Beauty and Good Taste for the Woman Motorist

You women motorists want something—and very rightly, too—in addition to mechanical excellence in a car. You want dash and spirit. You want beauty and good taste. These, and many more, are the things you will find in the new Ford V-8. In every detail of design, in its great power and speed, in its unusual economy, it is a car every woman enjoys.



There's spaciousness in the rear compartment of Ford cars—an atmosphere to soothe. The seat is wide with deep, tufted, cushion. Arm rests are another convenience, and you'll enjoy the richness of the upholstery, whether it be mohair or broadcloth.

And here is a feature every woman will appreciate—draft free ventilation with no obstructions to vision. Just a turn of the handle after the window is closed slides the glass back leaving a ventilating slot that draws air from the body.

Here, look into the rear of the Deluxe Ford Sedan. It fairly invites you to relax in the comfort of its deeply-cushioned seat. The doors are wide, and toggle grips are



The Victoria, that smart five-passenger car with a luggage space built in the back, offers something rather new in front seat construction. The front seats tilt forward to permit passengers to enter the rear but are built to give all the comfort and width of a full width seat.



Wherever you find smart people you find the Ford V-8. At the clubs, along the highways, at the resorts, on the shore—there you'll find them—if you “Watch the Fords go by.”

If you ride in the rear compartment of any of the Ford five-passenger cars you have individual ventilation. Glass in the rear windows slides back, opening a vertical slot to provide draft-free ventilation.



BACK PAGE PICTURE

What we have here is an illustration of a 1939 Ford Station Wagon (as opposed to a Deluxe Ford Station wagon) taken for the special booklet produced exclusively for the wagons. This practice of a unique brochure started in 1937 and continued until 1940. The wagons appeared in the Dealer Showroom Albums in 1939- 40. Prior to that the wagons appeared in the Dealer Showroom Commercial Albums . These brochures are highly collectable today.

The 1939 Ford station wagon had sheet metal carried over from the 1938 DeLuxe Ford. 3,277 were produced. A fine example has been restored by Dave Westrate.



JOHN & HELEN WENCHEL

8211 Silverline Dr
Fairfax Station, VA 703-690-
6127 jwencel@aol.com
1946 Pickup

MIKE & MARCELA SHAUL

12603 Blythewood Dr.
Fairfax, VA 22030 703-818-9574 mshaul@cox.net
1938 Deluxe Fordor

EMAIL BAG

Cliff- your work on the December newsletter and the contributions made by club members is deeply appreciated by my mother, Dorothy, and myself. Your meaningful tributes brought us to tears as well as making us smile. Thank you so much for putting the clubs feelings of respect, honor and loss into words and pictures it means more than you can imagine to our family during this very difficult time. Sincerely, *Mark Morrison and the Morrison family.*

Cliff-don't know if I am to late for this or not. I just today accepted a number of cars to auction off for an estate. The inventory includes a 1936 Ford Cabriolet and a 1936 Ford Phaeton. Both are very original cars with the Cabriolet being in the same family since 1960. They will be available via internet auction latter this month-probably on E-bay. Those with interest can watch my website www.arringtonauction.com or call me at 703-966-8422. Thanks...*Nick Arrington*

This October I was contacted by a writer for Collectible Automobiles, who is doing an illustrated article on the 1939-1940 Nashes. My '40 is an Ambassador 6 model, not a show car, but worthy of taking some photos (he told me the '40 Nash Lafayettes, the low price model, are easy to find, but the Ambassadors are rare). So, my Nash may find its way into this article. There is a Ford link to all of this Nash history: the designer George Walker was behind the '39-'40 Nash design, still praised as one of the more impressive prewar cars. Walker left Nash and then moved to Ford, where he played a key role in the design team for the 1949 Ford. *Von Hardesty*

Re: The '40 Ford and '40 Mercury radiators.

All '39 Deluxe & '40 Fords 85 HP and all '39 & '40 Mercury's 95 HP originally had split core radiators with 91-A stamped on the upper tank as you described. They were filled on the side and not on the top. Service replacements came with solid cores and were filled on the top and were still stamped 91-A on the right side of the upper tank. These replacements came in "FomoCo" boxes sometime beginning in 1942 and continued until these parts were no longer serviced by Ford as replacements. I have personally owned 3 or 4 91-A FomoCo boxed radiators which I purchased from Ford Dealers when I bought them out. Thus, all '39 -'40 Fords & Mercury's had originally split core radiators and solid cores, while acceptable, were not original equipment.

Please talk it over with your boys and let me know when you want to come down. I'd love to have you all and will do all I can to make your visit enjoyable. Give me a call or email so we can discuss it. Happy Holidays, *Jerry Hill*

Cliff, I hate to say it, but I have bought a 1961 Bel Air for Diane from my brother for a Christmas present for Diane, so Mildred ('37 pickup) will have a much younger brother (24 years younger, but still 43 years old!!!). We hope to get to Oklahoma and get it sometime this summer! Happy New Year! *Patrick O'Neill*

Jane and I visited our son in Seattle at Christmas. I took advantage of the trip to visit the LeMay Museum in Tacoma located on the Mary Mount Academy grounds. Mr. LeMay built the 10th largest trash collection company in the United States. His collection includes some 3500 cars and trucks stored in three states and fifty nine counties. The docent explained that Mr. LeMay sold only nine cars during his lifetime and even bought seven on those back. One interesting item, the docent said they use aviation gas which has fewer if any additives so they have little trouble with old gas. The current museum has some 400 cars and trucks on display. Almost all are in running condition and are driven from time to time. Most looked to be in excellent condition. Unfortunately for me most of the early Ford V8's were stored at Mrs. LeMays house and not available during my visit. Mr. LeMay passed away several years ago but the LeMay family continues to purchase cars and donate them to the museum. A new museum "America's Car Museum" is to open in 2008 next to the Tacoma Dome.

Bob Wild

FOR SALE/WANT

For Sale: 1940 Ford black Standard tudor with 60,678 miles. This is a Rouge car with original interior except for the front floor mat, 80% original paint, bumpers, grill guard, glass, engine pans, etc. \$18,500 Jerry Hill 804-438-5450

For Sale: Reconditioned and correctly timed V8 distributor 40-12127-B (1934 through early 1936) with Ford Script coil \$100, also reconditioned 68-12127 (late 1936) also timed with Ford Script coil \$100. Dave Gunnarson 703-367-5022

Wanted: 1939 right rear fender. Jerry Hill 804-438-5450

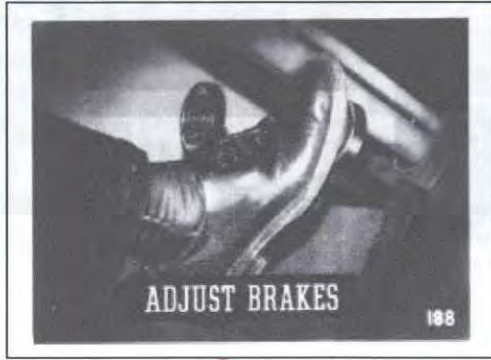


VS CALENDAR NVRG



The Board of Directors are planning many interesting tours and programs for 2005 including the following:

- January Tour - Jan 15th - Ace Rosner collection of 28 cars in NW Washington- meet to car pool at Ravensworth Shopping Center, behind gas station - leaving promptly a 9:30 See directions page 5
- January meeting: Jan 11th - Program: Brakes Part II, Adjustments and Maintenance with Hank and Eric. Also 1940 film strip on brakes.
- February Tour - Feb 20th Open house, cars & trains at Clem Clements, Fairfax .
- February Meeting: Feb 8th - Speaker on Alternate Fuels
- March Tour : Nick Arrington's garage in Manassas Date TBA
- March Meeting: Mar 8th, Generators and starters, Part II - Dave Gunnarson



Come to the January 11th meeting and hear Hank "All steel- pedal to wheel" Dubois & Eric "juice" Sumner give a presentation about BRAKES PART II: Adjustment and Maintenance

**Also:
1940 film strip featuring : BRAKES.**

IT S DUES TIME ONCE AGAIN

PLEASE SUBMIT \$15 MADE OUT TO
Northern Virginia Regional Group and mail to
Jim McDaniel, 7112 Ayers Meadow Lane, Springfield, VA 22150
You must belong to the National to be a member on any RG

NAMES (INCLUDING SPOUSE) _____

Fill in parts that have been changed

ADDRESS: _____

CITY/STATE.ZIP _____

TELEPHONE _____ EMAIL ADDRESS _____

CARS OWNED _____

If you do not want to cut this out, use any note paper with info.



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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Programs: **Eric Sumner** 703-709-4164
Property: **Frankie Martin** 703-928-7136
Activities: **Dave Westrate** 703-620-9597
Historian: **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
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