



# VALVE CLATTER



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

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

Volume XXVIII, No. 3

March 2005

Cliff Green, Editor & John Girman



### THAT TIME OF THE YEAR!

What we have here under the white stuff is Jim McDaniel's old F1 that was regulated to a curb spot in front of his old house. The truck is now gone and he has moved into a bigger house. The truck has been replaced with modern iron but the '50 police cruiser still remains.

I thought this picture appropriate to remind members that there is still winter around here. By the time this is published there will probably be evidence of similar conditions. Never the less, these months give us an opportunity to catch up on those garage projects (like license plate restoration) that we have been putting off.

*(Jim McDaniel photo)*

### WINTER BLUES?

Does this picture make you feel better? Think Spring! Just like the lass here with '49 convertible in the Ford publicity shot— the top will go down soon enough. The NVRG will have the third annual Poker Run sooner than you think and that V8 can be tuned, polished and prepared to enjoy the fun.

The all new '49 Ford was introduced on June 10, 1948 in nine different body styles. They came in Deluxe and Custom Deluxe trim. Over one million were sold! 51,133 convertible coupes (8A-76B) were produced. Only 4,170 Deluxe Club Coupes (8A-72B) were produced.







## UP FRONT WITH THE PRESIDENT

### March 2005

This issue of the Valve Clatter begins and ends with pictures of old Fords in the snow. And as I look outside, there is snow on the ground but not for long. Spring is just around the corner and the days are getting longer. For me, one of the key markers for spring is the upcoming Flea Market in Frederick, MD. With guys hunting through the parts displayed outside on the ground or inside in those long barns, I know that touring season is just around the corner.

I don't know about the rest of you but I'm a little behind in my winter projects for the Ford. Recently, I removed the radiator and pulled the water pumps to have them rebuilt. At the end of last year's Lebkicker Tour, I noticed that one of them had developed a leak and I promised myself that I would get it repaired in time for touring this spring. Hope your winter projects are going well. In this issue of the VC, you'll see that **Cliff Green** has been busy working out a few problems on his '40 Woodie, with some help from his friends. **Clem Clement** offers a tech tip that will help you get just the right look to your Ford's finish. Also in this issue of the VC, **Von Hardesty** provides some insight into car names with a review of a 1936 article from *Motor* magazine.

And tours? We've got tours! Besides the trip to Fredericks, there's the **Nick Arrington** garage tour (which, depending on how you get the VC, may have already taken place but, for those of you getting the VC by email, this is still news). Next month, we'll have the Poker Run, which, for many, is becoming a favorite way to start the touring season. Hard to believe that this is the fourth Poker Run already. The tour to the Willowcroft Winery has already been scheduled by **Don Lombard** for May 7. Picnicking there is a great way to spend an afternoon.

**Dave Gunnarson**, our resident expert on generators, will share some additional information on them as well as moving on to discuss starters at the March membership meeting. As many of you know, with our gang at the meetings, the speaker only gets about half the allotted time because typically there are so many questions and so much discussion from the floor. If you don't attend the meetings, you really miss out on some rich discussions. That was certainly true at the last meeting when **Dennis Smith** from the Dept. of Energy spoke about alternative fuels. You couldn't help but be impressed by the variety of fuels available now and planned for the future. Thanks to **Dave Westrate** for getting his neighbor, Dennis, to come and make that presentation. **Eric Sumner** is also planning a "Show & Tell" at an upcoming meeting and is encouraging members to come and share tech tips and novel ways of getting things done.

Finally, **Dave Westrate** has negotiated with the powers that be (Fairfax City and County) to set the date for our Car Show, May 21. Note that is a change from the date listed in a previous VC. Time to start thinking of what you want to do to make this an even better car show than last year's.

**JOHN**



## CLEMENTS OPEN HOUSE

By Greg Mensinger

Once again the open house at Clem Clements was a huge success. For those who have never attended, be sure to make plans to go next year. Clem has a 27' by 47' room over his garage and connecting to his master bedroom (as it should be) that is floor to ceiling with toy trains. The trains are mostly pre-WW2 from the United States and Europe, including two very rare trains from Russia. There is also a large operating layout so that the boys can play.



And if the trains weren't enough to keep you happy, the front yard was full of old cars and the kitchen and dining room were full of great food. What better way to spend a Sunday afternoon than to talk to old and new friends about the things we love the most.



## ALTERNATIVE FUELS FOR VEHICLES

By John Girman

The NVRG was fortunate to have an expert such as Dennis Smith from the U.S. Dept. of Energy to provide insight into the future of automotive fuels at the February meeting. Many different types of fuel were discussed, including ethanol, LPG, natural gas, electric fuel cells/hydrogen, biofuels and hybrids. Some of the reasons for switching to

alternative fuels are shrinking domestic supplies of petroleum, lower emissions, less noise, cost (in some cases, and, in part, because of cleaner engines and lower maintenance requirements). It became very apparent: there are so many fuels that it is difficult to generalize about them. What follows are a few of the many highlights Dennis presented.

Diesel engines can take advantage of biofuels such as waste cooking oil, usually as a blend with regular diesel fuel. Surprisingly, this is a case of "back to the future" since some of the first diesels were designed to run on peanut oil. In addition to lower costs, some claim that the odor of the combustion fumes is improved, smelling like french fries.

Not surprisingly, ethanol blends are most common in the Midwest. While many owners may not realize it, many cars are designed to run on ethanol blends. Not all gasoline/electric hybrids are small mini-cars.

Dennis showed a full-sized hybrid pick-up with full towing capacity and fuel savings of 10-15%. Its high-wattage



generator was also configured to provide power for a contractor's tools at a worksite or for a camper's appliances.

Because natural gas has 130 octane and propane has 110 octane, engine tuning requirements are different than those of a gasoline engine. In addition, natural gas requires 1100 F for ignition, rather than 400-500 F for a gasoline engine, a safety factor. In some cases, otherwise wasted methane from landfills is being used to produce compressed natural gas (CNG), especially for onsite vehicles at a landfill. However, some people have recently had CNG refueling stations installed inside their garages at home by using specialized hook-ups to their natural gas lines. Dennis also gave examples of fleets converting to CNG, such as the Washington DC Metro bus fleet.

One of the most interesting examples came from a film clip of the Glacier National Park bus fleet. This historic fleet consists of open buses with wood spoke wheels made by the White Motor Co. used to transport visitors around the park in order to allow access but preserve the park. In 2000-2001, Ford refurbished the fleet by using Ford 350 chassis with engines designed to run on either propane or gasoline.

Timelines for adoption of alternative fuels is highly variable. As the examples given by Dennis illustrate, many alternative fuels are already in use. Other fuels, such as fuel cells and hydrogen could take 30-50 years before adoption.



## WHAT'S IN A NAME?

*By Von Hardesty*

The year 1936 signaled a welcome surge in sales for the Ford Motor Company. The stock market crash of 1929 and the ensuing Great Depression had taken its toll on the American automobile industry: the devastating downturn in auto sales had forced many venerable marques into decline and eventual bankruptcy. Ford had weathered these difficult times with a flair for design and engineering and an impressive manufacturing base—all supported by a large network of dealerships across the country. Not all automobile companies, alas, possessed the intrinsic strengths of Ford in the face of economic adversity.

*Motor* magazine in its “Annual Show Number” (November, 1936) looked back nostalgically on the past, offering a tribute to the many automobile names that had vanished since the late 1890s. In an article titled “How Many Do You Remember,” Tom Moriarty surveyed a unique collection of nameplates of American cars, owned by William M. Ryan. At the time, Ryan lived in San Francisco and worked at the General Motors Holding Corporation. His stunning collection of metal and cloisonné enamel nameplates, numbered 300, but this large assortment of colorful nameplates offered only a partial glimpse of the saga of American automobile history. *Motor* magazine alerted its readers to the fact that no less than 1,168 American cars had once appeared on American roads, the vast majority slipping into oblivion with the passing of time. In prewar America, as we know, junkyards still contained the bones of many of these ill-fated auto makes.

Less apparent to the readers of *Motor* magazine in 1936 was the fact that the Grim Reaper still hovered over surviving American car makers. Some familiar nameplates—still around in Depression years—would ultimately disappear from the scene: Auburn, Cord, Pierce Arrow, Graham, Studebaker, Nash, Hudson, Willys, and Packard. No one in the 1930s, of course, would have ever imagined that venerable marques such as Oldsmobile and Plymouth were also destined to be future casualties in the game of auto survival.

Some fatalities in the saga of the American car had been innovative and pioneering: the Eager (1909) was the first twin six; the Parenti (1921) offered the first individual spring suspension on all wheels; and the Fergus (1915) boasted the first four-wheel brakes. Some cars were indeed short-lived, the Wharton achieved the production run of only one car! Some famous names had been associated with this highly competitive struggle for survival: famed race car driver and ace of World War I Eddie Rickenbacker had attempted to launch his own car company in the 1920s—and some of these cars still survive to this day. The Ryan collection, displayed in a black and white spread in the magazine, possessed some real curiosities. For example, the “Little”

name plate was a unique artifact, the forerunner to the Chevrolet nameplate. Also, for Ford devotees, there was the rare “Linford,” described as a “combination of the first syllable of Lincoln, with the word having been considered as a name for the Model A Fords.”

The patterns associated with nameplates caught the attention of the magazine. Certain themes were evident in old nameplates, for example the affinity for birds: Blackhawk, Crane, Falcon, Eagle, and Petrel. In honor of terrestrial-bound creatures, there were a menagerie of cars: the Badger, Beaver, Buffalo, Lion, Whippet, and Wolf. More often than not, though, an enterprising automaker would just choose his own surname to adorn a new make of car: Winton, White, Chandler, Studebaker, Cord, Nash, Buick, Oldsmobile, and Ford quickly come to mind.

In the early years, automakers sought out catchy and attractive names, not unlike names chosen in modern times for sport cars and SUV's. One obvious to enhance a name was to add the adjective “Great,” as in the marques Great Arrow, the Great Eagle, the Great Southern, and the Great Western. These names, however, were overshadowed by more glamorous nameplates: the Cavalier, Cosmopolitan, Mogul, Monarch, Sovereign King, and Crusader.

Cities and towns lent their name to more than one car: the Akron, Albany, Bethlehem, Detroit, Oakland, Kalamazoo, Niagara, New York, Port Huron, to name just a few. For a more impressive geographical reference, there were the states, oceans, and regions to enshrine in a car name: the Alsace, Atlantic, California, Louisiana, Ohio, Michigan and Mighty Michigan. And don't forget the presidents: the Washington, Madison, Lincoln, Johnson, Grant, Cleveland, and Roosevelt.

The realm of mythology also offered some unusual and dramatic names. In the graveyard of American cars, one can find the Ajax, Atlas, Aurora, Centaur, Diana, Hercules, Olympian, and Vulcan. We note with satisfaction, that the name Mercury, chosen by the Ford Motor Company for its new mid-size car in the late 1930s, still survives.

Some choices, of course, were less than inspired, for example the Bacon, the Peter Pan, the Reeves Go-Buggy, and the Dodo. Speed was often captured awkwardly in a short-lived nameplate: the Rush, the Roamer, and the Roader. These unusual nameplates have passed into history largely forgotten, at best a curious footnote in the perpetual quest for new car names.

The article in *Motor* magazine ends with a tantalizing hint about the fate of the Ryan collection. It is noted that “William M. Ryan, the nameplate collector, has moved to the New York City office of the General Motors Holding Corporation.” Perhaps someone out there knows the ultimate fate of Mr. Ryan and his unique collection of auto nameplates.



## COLORIZING YOUR RUSTY CAR PARTS

or Fooling Your Eyes. By Clem Clement

Suppose you have some light rust that won't go away. Removing the part, bead blasting, repainting, etc. is the proper solution. But you are busy/the part is hard to get off/you don't care/you are at a show when you notice it/ etc. Air brushing works well in this instance, but that may not be your thing.

If the problem is a chip in the body paint, touch up with an airbrush or touch up brush is the answer. If it is light rust spread out or moderate wear, colorizing is the thing.

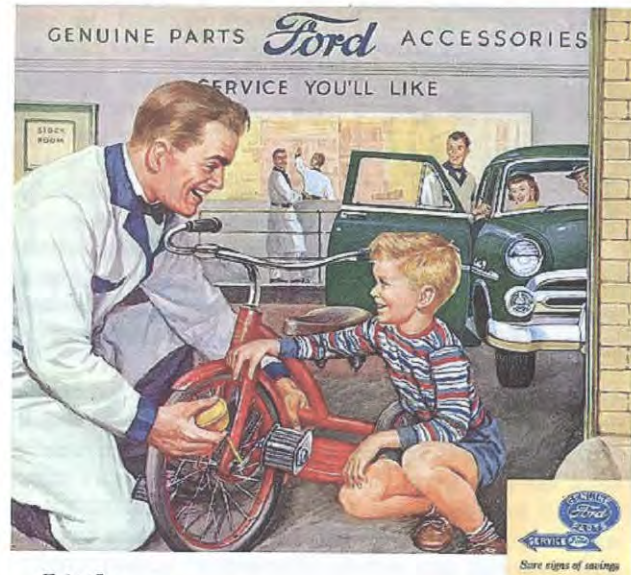
I learned this technique from Frank Heiss senior. He had an original Star that was just drab and dull. By over painting the car with a light coat of black over the original color, it brightened up the car without it looking like a repaint.

The technique is too simple. Two processes can be used: spray or rag/Q-tip. If you need to do a sub panel (cowl bottom or lightly rusted fender edge), clean the area well. Derust with a light wire brush (Dremel) and try and retain as much of the original paint as possible. Then lightly spray the effected area. I use semi-gloss paint when I can find it. This works best with black or darker colors if there is a fairly close color match. You want to leave small droplets of paint on the area, not a full wet spray job. You are really fooling your own eyes with this action. Up close it looks like a duller rougher surface that has been tarnished somewhat. At three feet, it looks original. If you fully spray the area with paint, it will look like a repaint over a rough surface. If you keep the paint droplets small and not merged, the job retains the original color and look, but a bit dull. For a small part I describe it as passing the part thru a mist from the rattle can paint in the air. Try it on a tired part. This is not a show car trick. This is for a driver.

Now here is neat version for use on parts that you can't get off or don't have the time, etc. Clean the area to be fixed. A typical piece would be the emergency brake handle, the shift column, footrest, etc where spray would get on everything. Spray a small spot on a paint rag and wipe the part down. Wipe off the excess right away. Scratches and wear will disappear, but the original paint will show as well. For small parts, cracks, edges, spray the head of a Q-tip (away from the car) and wipe the rough areas. By wiping the paint off right away, it takes away the extra paint and seems to blend the work into the background surface. It may remove some of the shine as well.

Colorizing black license plates is a prime target for this process. Also bumper braces or hubcaps (yes, chrome paint wiped on a rusty cap helps the look.). Have some cleaner nearby to remove the paint if you aren't happy with the result and try again. Try it you will like it.

## ANOTHER "GOOD HANDS" AD



Little things count big...

What's the most important thing in the world? To this young lad, who's discovered the magic of wheels, there's nothing more important than his shiny, new tri-cycle. And you can see his happy partner who sits it for him!

Such a simple thing to rolling or balancing your car requires is highly important, too. At Ford Dealers, lubrication is a Ford specialty. And while your car is on the lift rack,

your Ford service crew is trained to check a lot of little things that count big... such things as the condition of your muffler and your shock absorbers and the wear on your tires to make sure they're running true.

Little things, it's true... but they make a big difference in protecting your car investment—and the investment of your Ford Dealer in the future of his business. Just another good reason why...

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

Ford Division of FORD MOTOR COMPANY—Fifty Years Forward on the American Road

Another in the series of "Good Hands" that appeared in the '52-53 period. Everyone features the service manager and a kid. This guy has the correct bow tie.

### Charlie Morrison Memorial

By Dave Gunnarson

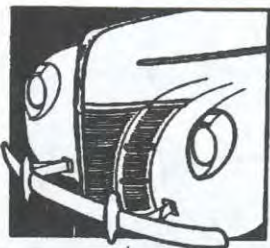
There will be at least two memorials to Charlie Morrison at the Early Ford V8 Foundation, thanks to generous donations in his memory. EFV8 members and friends donated enough money to have an inscribed 8" x 8" brick created as shown. There was also a \$1,000 donation made to the Foundation, making Charlie a Foundation 100 Club member. When the building is completed there will be a brass plaque installed for each 100 Club member. These certainly are fitting tributes to Charlie. If you haven't contributed to Charlie's fund, please consider doing so now. With a few more donations we can inscribe another brick.

In memory of  
**Charlie Morrison**  
A friend to everyone  
he met - Northern  
Virginia RG 93



## TECH TIP – The Awakening Part II

Editor



In the last episode, the “updated” flathead in my woodie was brought back to life with “Marvel Mystery Oil”. It idled smoothly and had no indication of any smoke. A vacuum gauge attached to the windshield wiper fitting shows 19 inches at around 500 RPM with little wavering of the needle. The engine could idle down to a lope with 18”. Sounds good – however, there is a vibration around 2,000 RPM that can be felt through out the car.

After replacing all accessories back under the hood except the horns (makes it easier to retorque the head bolts with it off) it was time to take the car out for a spin. The woodie never had such spirit! I took it up the hills around Clifton where I previously had to down shift to second and it walked up in high gear. The torque in overdrive was the same as in high gear with the other engine. I could actually accelerate in overdrive to pass someone! This is a perfect cruising combination: Columbia with a 3:78 and 248 cu in’s.

Now, I still have this vibration right when you want to shift out of first and second and at 45mph in high. You can feel it in the steering wheel. My first thought is the flywheel/pressure plate balance, because it is not there when you engage the clutch, thus eliminating the drive train. I used the flywheel off the old motor and it was fine then. However, I used a runout gauge after it was installed to check for .005 allowance as called for. There was a point where it was .007 – so I should have had it resurfaced and balanced with the rebuilt pressure plate. But, this is just a low RPM Flathead – what difference would .002 make? We’ll see.

I needed a second opinion, so drove over to the DuBois Diagnostic Garage. He applied his stethoscope to the patient and “declared all’s well at idle”. Hank drove the woodie and he to was impressed with the Columbia/59AB combination. He suggested replacing the motor mounts as they were mismatched and 30 years old and suspected the flywheel as the cause of the vibration.

Eric Sumner came over to give his opinion. We took off the fan belt and ran it – same vibration. He detected a slight hesitation accelerating off idle and we advance the distributor one notch = + 4 degrees and leaned out the carb. Vibration at 2,000 rpm’s still – probably flywheel.

Later, researching through Dick Flynn’s “Tech Tips” he says “Balance clutch and flywheel or engine will vibrate” So, even though the flywheel was fine with the old engine, it is not happy with the new rebuilt pressure plate! I should

have used the old one since it was still serviceable, or gone by the book after making the runout check. I was anxious to get the engine back in the car to check it out and now because of my haste it will require pulling back the rear end, dropping the transmission and the pan and having the fun of lifting the flywheel off from inside the car!

But first – there was no rush to do this until my assistant, Bill Selley, came back from Xmas vacation. I wanted to drive the car some more and also let him observe the improvements and feel the vibration. Now it was time to retorque the head bolts as required in the maintenance manual. Would you believe that the very last bolt sheared! It was the most accessible bolt to have broken – top right on the right bank, so that was plus. The head came off easily with some rocking. Since I had planned to install the reworked “A” heads at some point, I will do this sooner rather than later.



One of the studs was slightly tilted, not allowing the gasket or the head to drop down smoothly on the block. I borrowed Hank DuBois’ stud remover, which is a neat tool. After soaking liberally with “Liquid Wrench” for days the offending stud came right out. The tool will work to loosen or tighten a stud.



Fig. 5—Removing Cylinder Head Stud

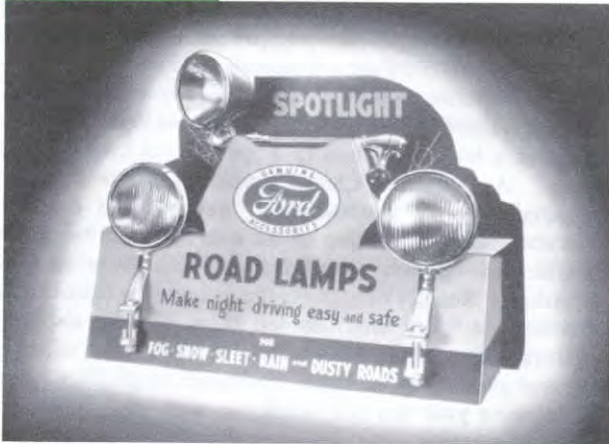
Here is another type of remover that I have not seen. If the threads are shot, this guy will take out the offender without taking off the head!

The broken stud was soaked with “Liquid Wrench” also, and center punched as close as I could get with the canted surface. Of course after drilling with increasing larger drills, the hole “walked” further off center. The auto parts store sold me a “Super Out” that is pounded in the hole and the protruding stem can be grabbed with the stud remover. You guessed it – the extractor broke off!!!

Stay tuned to next month’s Part III of “The Awakening “ and find out what happens next!



**PROFITS IN THE SPOTLIGHT AND NEW ROAD LIGHTS.**



This picture appeared as an insert to the December 1936 issue of *Ford Parts and Accessories Merchandising Bulletin*. On the bottom of the insert was a special order form for the dealer to fill out the Road Lamps listed for \$5.50 each and spotlights at \$15.75 each. "The display stand will be given with each order of two road lamps and one spotlight." The text went to say "The spotlight is an accessory that you can sell to anyone who needs to locate house numbers at night, delivery drivers, doctors, salesmen, all who drive on country highways at night or whose garages are at the end of a winding drive. Young people like the sporty side of the spotlight, too."

"The road lamps are safety devices for driving through rain, sleet or fog. They clamp onto the front bumper arms and send a long low beam to help out the headlamps without interfering with approaching drivers."

These accessories would be correct for the 1937 Ford.

**FORD MEMORABILIA**



This mint Ebay item now encircles the tag on the rear of my woodie. The ridges on the side of the holder matches the door handles and stainless steel trim on the car. It had to be '39 or later because of the Mercury.

Pearisburg is located west of Blacksburg on Hwy 460. Member Bob Helms remembers the dealership.

**LADIES PAGE**

JUNE 1941

PAGE ONE HUNDRED SIXTY-FIVE



By

MARGOT SHERMAN

Today you can get clothes that won't rumple . . . won't "sit out" --even on a long drive!

Remember when a ten-mile drive would turn the dearest gingham dress into a mass of wrinkles? When you almost refused to wear a linen frock because it seemed so terrible?

Well, no more! Today, you can get in and out of your car a dozen times a day—and your cotton frocks continue to look fresh as a daisy. From them—that terrible wrinkle offender—behaves like an angel under the most grueling treatment.

Credit for this custom miracle working goes to a marvelous anti-rumple finish that can be given to a whole group of fabrics—rayons, cottons, linens and silks. This crease-resistance finish keeps everything from sharkskin to sheer voiles looking port and crisp.

So—if you're planning a summer motor trip, keep these wonderful anti-wrinkle in mind. And, to round out the picture, here are a few other wrinkle-resisting champions that will add to your comfort, your composure and your reputation for chic:

**Shantung**—It looks particularly new and smart in beige. And its smooth cool surface sheds dust and wrinkles like rain.

**Sheer finished cottons**—Pick the ones that bear a permanent starch finish and don't need to be ironed. Wonderfully attractive in the new Hawaiian prints.

**Rayons**—Always an amiable traveler because it packs easily, doesn't wrinkle and prevents no problems of persing while on route.

**But more!**—The new machine knits are processed so that they won't sag, stretch or bulge! Look like the millennium has arrived!

Remember, when a manufacturer says please don't iron, you don't have to. See our article at Mercury's and Mercury in through your dealer and get out of a handout!



Photo by RALPH VICTOR

Here we have another article by Margot Sherman who wrote for the *FORD NEWS*. This is from the June, 1941 edition. Note the Ford has the new stainless steel trim around the fenders to give it more of a deluxe look to compete with Chevy.

For those of you who download the VC, you can enlarge the picture and read the text – for the snail mail people the article describes the new material that resist wrinkles including shantung, sheer crinkled cottons and knitwear.

**1941 MERCURY**



This couple seems not to worry about those skis sliding down the car and banging the fenders! Note this car does not have the stainless that the Ford above has.



### BACK PAGE PICTURE

This ad shows a '46 Ford Tudor cruising up a mountain road. It's an unusual ad because, as far as I know, it's the only ad that shows a '46 without the Super Deluxe emblem on the driver's side front fender. On the other hand, it doesn't have the Deluxe emblem on the top center of the grille either.

### EXPRESSION OF GRATITUDE

We want to express our deepest gratitude to all of our friends in the NVRG for their cards, presence, support and love on this very tragic time in our lives. Our daughter, Joan, was a grand person whose love and kindness extended throughout the community. We thank you with all our hearts. God bless all of you, *Jo Ann and Bill Fox*

### FOR SALE

**1940 Ford Horns** (pass.) An excellent set of two trumpet horns, the bracket (already mounted) and new pigtail wires from each horn. These horns have been bead blasted and professionally painted Ford underhood black. \$125 (+S&H) Contact Ray Kunsman, rkunsman@bellsouth.net

**2000 Mustang Coupe**, 3.8 V-6, automatic, black. Perfect shape, no dings, chips or blemishes. Seldom used, pampered with less than 18,000 pampered miles. Was to be my retirement car, except I didn't retire until last Sept. (Now I want the new one.) Best offer over \$7000. Call Don Lombard, 703-690-7971

### NICK ARRINGTON GARAGE TOUR

**A huge garage full of cars and Memorabilia!  
Don't miss this tour!**

**March 5**

Depart Fair Oaks at 9:30 am  
Or arrive at Nick's on your own at 10:00 am

Directions: Take Rt. 66 to Rt. 29 west  
Right on Featherbed Ln.  
Right on first driveway when road turns to gravel  
(long drive in woods)

Call Greg Mensinger with any questions  
703-893-5644

### NVRG FAIRFAX CAR SHOW

Dave Westrate reports that the date for our car show has been firmed up and set for **May 21** so that it won't conflict with the Winchester Car Show. Stay tuned for more information as we begin planning in earnest for one of our most important events of the year.

### UPCOMING "ENHANCED" SHOW & TELL

Eric Sumner, our Program Chair, is planning a show and tell for the May 10 membership meeting with a new twist. In addition to the more typical show and tell, in which members get to show their latest acquisition (both hardware and literature), members are encouraged to share secrets and tips they have come up with over the years to solve some of the common problems we all face with our old Fords. This could involve a homemade tool or a special tool used in a novel way. As examples, Clem Clement talked about using the tapered parts of clothespins to wedge loose panels and prevent rattles or marking all the nuts and bolts he tightened on his pick-up with a chalk mark so he knew when he was finished. Another example is the gadget Ken Burns made to provide the "third hand" needed when adjusting the fan and generator fan belts. Now that you're forewarned, take a look around your garage and your workbench to get ideas and plan on sharing your tips and techniques with other V8ers at the May 10 meeting.

### CLUB ROSTER

The Board has decided that our club roster, which hovers above or below the 100 mark depending upon the time of year, is too large to be included in the regular mailing of the Valve Clatter. Because of this, tentative plans are underway to create a separate club roster to be sent by email or regular mail. Stay tuned for an update on this, as plans firm up.

### FREDERICK FLEA MARKET

(Sugar Loaf AACA Parts Meet)

**March 26**

Car pool from Fair Oaks  
Depart at 8:00 am sharp

Call Greg Mensinger with any questions  
703-893-5644

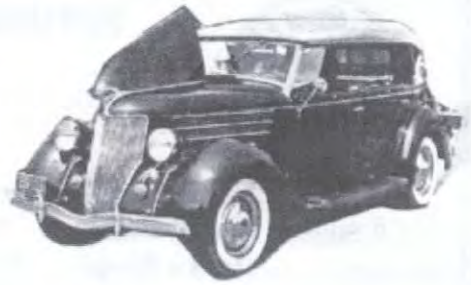
Pictured below are examples of Ford's Alternative Fuel Vehicles. From Dennis Smith's presentation.



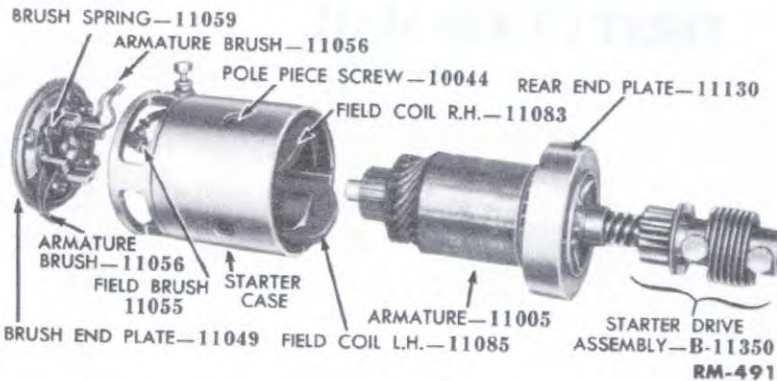




# V8 CALENDAR NVRG



- March 5      **March Tour**      Nick Arrington's garage in Manassas - Meet Fair Oaks at 9:30 am
- March 8      **Membership Meeting**      Generators and starters, Part II – Dave Gunnarson  
Refreshments: **Tom Shaw**
- March 26      **Frederick Flea Market** (Sugar Loaf AACA Parts Meet) Car pool from Fair Oaks - leave at 8:00 am
  
- April 23      **4th Annual Poker Run**
- April 12      **Membership Meeting**      Presentation by member Dick McIninch of the Auto Appraisal Group -  
Why have your car appraised and how they do it.  
Refreshments: **Steve Pieper**
  
- April 21-23      Spring Carlisle
  
- May 7      **May Tour**      Willowcroft winery tour and picnic
- May 10      **Membership Meeting**      Back by popular demand "SHOW & TELL--ENHANCED"  
Refreshments: **Don Lombard**
  
- May 14      Winchester Car Show
- May 21      **NVRG ANNUAL CAR SHOW**, Fairfax City Hall
  
- June TBA      **June Tour**      NVRG night at the drive in movies
- June 14      **Membership meeting**
- June 21-24      Eastern National V8 Meet, Hiawasse, GA
  
- July 12      **Picnic**      Nottoway Park 6:00 pm



**MARCH MEETING**

**Everything You Need To  
Know About Your  
6V Starter And Generator**

Featuring **Dave Gunnarson**





**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



President: **John Girman** 703-242-1459

Vice President: **Dave Gunnarson** 703-425-7708  
Secretary: **Jim La Baugh** 703-573-9285  
Treasurer **Hank Amster** 703-753-9575  
Membership: **Jim McDaniel** 703-569-6699  
Tours: **Greg Mensinger** 703-893-5644  
Past President: **Steve Pieper** 703-860-2801

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**



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**Early Ford V8 Club**  
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