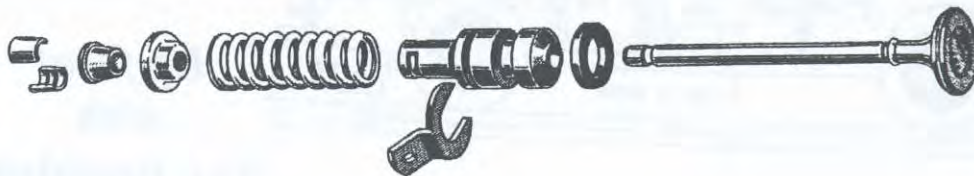




Northern  
Virginia  
Regional  
Group



# VALVE CLATTER



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

Volume XX, No. 7

JULY 1997

Cliff Green, Editor

### ATLANTA - EASTERN NATIONAL V8 MEET

The caravan of cars that first intended to venture to Atlanta dwindled down to one, and that one did not make it either (that story inside). The NVRG was represented by the editor, Bill Selley and Bill & Liz Simons. Bill & Sylvia Tindall were registered and a flooded basement prevented the trip. The hard luck award had to go to National Capital member Bill & Josie O'Donnel whose '40 coupe threw a rod only 4 miles from home (fortunate) - they continued in their modern iron!

The weather was cool for Atlanta - jackets during the day, but it never rained until Saturday, the day to tour in the V8's. Bill & I drove home that day.

The Meet was held in a beautiful hotel with phones in the bathroom and sheets on top of blankets; however, in my opinion we V8'ers could opt for a cheaper place.

There were 240 or so registered, and about 210 cars on the show field in front of the hotel.

Bill & I visited the Ford Assembly Plant and watched the Taurus and Sable being built, attended the Welcome party and went to the laser show at Stone Mountain.



There was an interesting collection of cars on the Concourse. The '40 were represented with only nine cars (two convertibles)! - unusual. The '34's had 22 models with one collector bringing 6. The most unusual car was a '34 Rollston bodied limo with a padded top and open drivers roof!. 1941 had only 4 cars entered! There was a large field of '46 - '48 Fords and Mercury's, '49 - '51 Fords and a large variety of commercials.

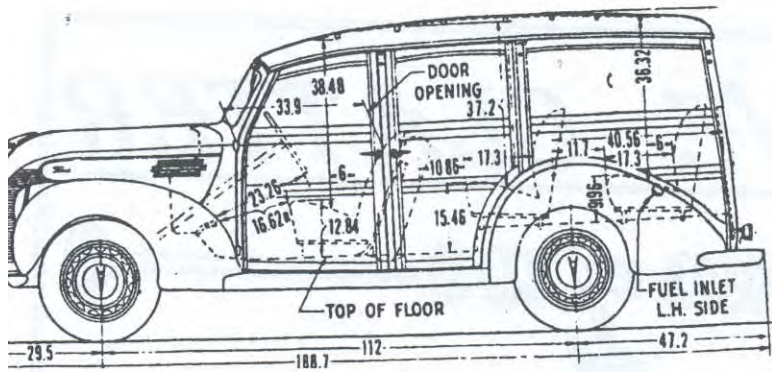
The Rouge Class had some fine original cars including a 41 tudor with 6,000 miles and a '41 convertible with 22,000!

I saw many cars from Florida and other southern states. There was a lack of cars from Ohio and the Northeast. Some people I talked to mentioned that the cost of the meet caused many not to come.

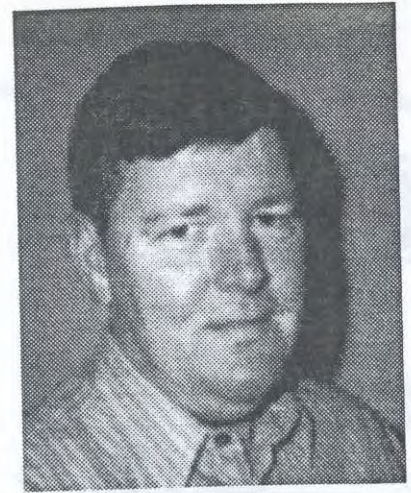
My favorite car was a 1934 Roadster V8 pickup of which there were only 99 built! (248 four cylinder).

The Flea Market ran for three days with Dennis Carpenter bringing many NOS parts. It is nice to browse through nothing but V8 parts, looking for that special "goodie".





**Up front  
with  
The President**



**July 1997**

Last month I complained about how cold it was at Winchester, and today they say we will have a heat index of 104! This is good, because our annual picnic is coming up on July 8th at 6:00 p.m. at Nottoway Park in Vienna. The club will provide all food: chargrilled hamburgers, hot dogs, and side dishes, members bring own beverages. I hope you can all attend this event. Please see the calendar of events for details.

The July tour will be on the 13th, and we will attend the 7th annual show of the National Capital Region of the Early Ford V8 Club. This will be held at the Longwood Recreation Center in Brookville, MD. Let's meet at 7:30 a.m. at the Fair Oaks Holiday Inn for a scenic ride including a White's Ferry crossing of the Potomac. Preregistration of your vehicle is not necessary.

It is time to elect the Dick Lebkicker award winner for 1997 which will be presented during the memorial tour in September. The selection procedure allows each member to nominate up to three people and the person receiving most votes will win. See the details in the mail-in ballot, and please take the time to vote. Fold the ballot sheet and mail to **Ken Burns**.

We have been asked by the national club to poll our club as to our views on how to solve the problem of declining membership. We have attached a second ballot form on this important issue. Please complete it and return it to me so I can be responsive to the national leadership.

I know that I have given you a lot of things to do, but remember--if we all do a little together we can accomplish a lot!

**DAVE**



# "AMERICAN GRAFFITI" MERCURY

BY BRIAN BOARDMAN

Twenty four years ago on June 31st 1973, (yes June 31st, and I have the title to prove it) I proudly brought home a Pink 1948 Mercury 2 door coupe, my first car. I bought it from the original owner who picked it up on the 19th of February 1948 from a local Denver Mercury dealer. This was a "family" car, both daughter and son had learned to drive in it and both took it to college in the 1960's before it was relegated to a life of retirement and service as carport storage facility.

Then one day in the winter of '72, a long, cold, blustery one, in which all directions you walked, you were walking up hill into blowing snow, my friend and automobile mentor, Lee DeMary parked this jewel across the street at his fathers house. Having just married the owner's daughter, and being a "motor-head", out it came from the carport and he fired it up. All original except for dual exhaust and Barbie doll pink paint, I knew I'd met my first car.

Over the next few months Lee and I spend many hours poking and tweaking and generally tinkering with this car all the while I was making plans for its purchase. The seminal event was late in June 1973 when my parents felt they could leave me alone and they went to Wisconsin for vacation. Seventeen years old and with \$250 in my pocket Lee and I drove over to his wife's family's home and I asked her father if he'd part with the Merc. In short order I was driving down south Santa Fe Drive in Denver with my brand new 1948 PINK Mercury. In high school there was no mistaking my car. It wasn't an everyday Mustang, Camaro, or VW, no my car had identity and style which demanded LOOK AT ME! I quickly painted it pretty close to its original Parrot Green and installed genuine hyde of Nauga interior. This summer American

Graffiti was released and I too was crusin', in my Mercury.

Two proms, and 2 girl friends later I graduated and just like the guy in the movie I went to "JC". I drove the Merc off and on through college graduating in '79. In 1981 I was off to the Air Force, after all who'd join a sailing club to fly, and soon I was slipping surly bonds in my F-111 over England. After successfully keeping the "evil empire" at bay I returned home to New Mexico in the fall of 1990.

Soon after my repatriation my father inquired if I was interested in returning his 1/2 of the garage to him? Taking the hint I trailored the Merc from Denver to Clovis NM and started the journey to try to restore my trusted steed. Now married with two children and two dogs, life was (is) hectic and the competition for "resources" (i.e. \$) I committed to restore what I could. So out came the drive train, interior and checkbook. The wiring was ripped out and body stripped, fenders, doors, hood, trunk and all the rest off and on the shop floor. At the low point you could look through the car from the rear all the way through to the front axle without serious obstructions. During this time I was sent off to Saudi Arabia and the car's paint and wiring were completed by a local shop that did consignment work only on cars over 20 years old. Upon my return I rebuilt (blue-printed) the engine, re-installed everything, fired it up and then got orders to the Pentagon. The engine purrs like a cat, the paint is a nice Monsoon Maroon, the interior isn't at all, and like so many other Pentagon projects cost over-runs and delays have brought this project almost to a halt. All I need is a few pieces here and there, the interior and about \$3000 and she'll again grace the streets just like the guys in American Graffiti 24 years ago.



## 1948 MERCURY



FRAME IDENTIFICATION NUMBERS: 899A-2,071,118 to 899A-2,374,315



## IMPRESSIONS OF THE SPRING NATIONAL AACA MEET BY JASON JAVARAS

First of all, for those in the Club that don't belong to AACA, you are missing out on a lot of fun. The Spring Meet, after two years of planning, came off really well and was a good way to usher in Summer. The weather was very hot, but certainly better than the teeth-chattering at Winchester. The Show was well orchestrated, with few glitches to be seen. The food was great at the catered events put on by the Hilton. Delmas Wood, who is now President of the Sugarloaf AACA Region, gave an outstanding oration on F.D.R., his specialty.

Several NVRG V-8ers were seen on the Fairgrounds. Among them, **Bill Simon**, **Bill** and **Louise Vincent**, **Buzz Potter**, **S.L.** and **Leala Ross**. **Dee** and I and I'm sure there were others that I apologize for not remembering.

The Flea Market was modest, but I managed to pick up several old Motor Manuals for "2 for \$5." Amazing!!

The HPOF (Historical Preservation of Original Features) class is attracting more and more cars. Why Not? If you have a good original you can pick up awards and not spend big "bucks" on restoration. Jerry Smith brought his 1940 Mercury convertible and got it certified HPOF this meet. It's a real nice car.

Anyway, the meet was fairly close by, well attended, and the weather was very cooperative for a change.

### ON "KNIT PICKING" BY EDITOR

The judging policy of the EFV8CA sets the benchmark as "the way the vehicle left the factory assembly line and/or the Ford dealer showroom floor". Every car on the concourse starts out with 1,000 point and deductions are made to reflect changes/omissions from the standard. On the other hand, AACA standards strive more for "clean and shiny" than for strict authenticity. Thus, V8 owners with senior AACA awards are disappointed when their cars

are "torn apart" at their first judged EFV8CA National Meet. At these meets, the point deductions on the judging sheet are discussed by the deputy judge with the owner and the sheet given to him/her to aid in improving the restoration. In the AACA, what they judge wrong with the car is a big secret! The owner never gets to see the judging sheet!

In my opinion, as a master judge, there is no perfect car. Usually a point can be deducted for over restoration. I judged the engine and chassis of a car that was awarded 1000 points at a prior National Meet and found an omission that is prevalent to many '39 - '48 cars and deducted one point for that. At Atlanta, I noticed that other "perfect" cars were missing the same part. In the AACA this would be "knit picking", but in the V8 world, the owner would have this called to his attention that the car is not "quite correct". Now, if a car shows up on concourse that is obviously not close to a Dearborn award there is no sense to "pick knits". Thus, I encourage everyone who pays \$\$\$ to register have his car point judged to have a written report on how the car deviates from standard.

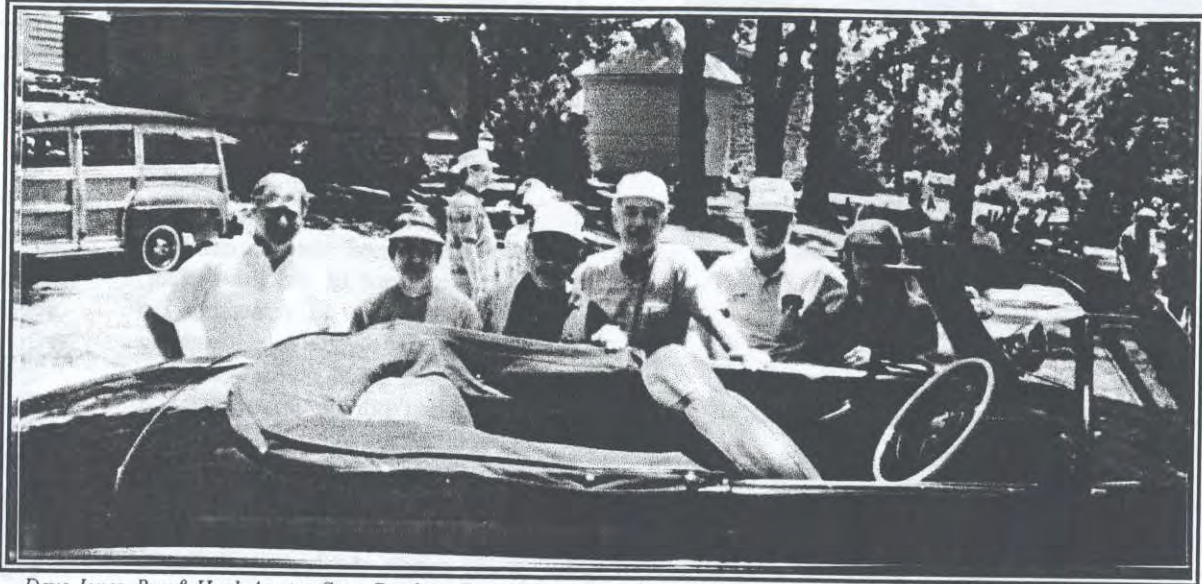
The missing part that I am referring to is 91A-9714A insulator (choke and throttle control rods) (carburetor and accelerator rods) - rubber, 39 - 48, Ford, Mercury & Lincoln Zephyr, page 448 in the "*Green Book*". These rubber balls, four of them, attach on the points where the rods connect - three on the carb and one on the firewall mounted accelerator assembly. Note that the rods for the 39 - 48's have larger connectors to accommodate this part! What the purpose of the balls are I'm unsure - I suspect to take up any play in the linkage, however they are not specified on the linkage between the gas pedal and the accelerator assembly. Henry designed it this way and the rubber balls should be there!

At the Atlanta flea market I bought a NOSR supply of these insulator balls and have 3 sets remaining that are free to any member who does not want to be "knit picked" - don't bother if you only intend to show in the AACA. Mac's Antique Auto Parts also sells a reproduction.



## SUNNY SULLY BY STEVE DAWKINS

Sunday, June 15 gave us blue skies, balmy breezes and lots of prizes for the Northern Virginia Group's old Fords. With 400 examples of America's automotive heritage on display at the old plantation, Sully once again proved to be a delight for the thousands of people who turned out. A partial list of those who won prizes included **Jerry Pendley**, who garnered a First for his '40 Cloud Mist Gray coupe, **Bill Selley** who took a Third for his newly restored red '41 panel truck, **Jason Javaras** won a Second for his pristine black '48 coupe, and **Dave Blum** won first for his '46 black convertible. **Jack Bowers** took a second place with his '41 Tudor. Others may also have taken prizes but at press time we did not have all then ames.



*Dave Jones, Bea & Hank Amster, Steve Dawkins, Dave Blum and Ace Rosner by Amster's '41. Burn's woody on the left*

The most exciting car must have been the yellow 1915 La France raceabout. With the local Model A Club sponsoring the Sully show, there was no shortage of those nostalgic 1928-1931 models. Some looked to be of show room quality. Cliff Green presented his immaculate '36 phaeton convertible, as did Hank Dubois his '35 three-window coupe. My own '47 Mercury was joined by a beautiful black '48 Merc convertible in show condition.

The NVRG family gathered, as is the custom, under the trees to talk and enjoy lunch. Up at the plantation house, Chelsea took her grandmother, Elsa Chase, to hear the old jazz concert.

So many of the cars, however, were 1970 models which lack the nostalgia of the early Ford V-8, and other older cars. For us old timers, it is hard to reconcile the 25-year rule, where any car built before 1972 rates an antique license plate in Virginia. Antique cars with computer chips just do not sound right. So keep those early Ford V-8 beauties in shape, ready to drive and ready to show.





### JUNE MEETING FEATURED HISTORY

Several members drove their cars to the June meeting including long time member **Gilbert Williams** with his '39 pickup. **Ed Mascali** drove his '33 pickup and the editor his '36 Phaeton. 20 members enjoyed slides selected from the club archives by **Ken Burns**.



*Members kibitz during lull in slide show*

### WELCOME NEW MEMBERS

#### **Garland Cluopper**

Portsmouth, Va. 23707  
1 Lynn Drive  
1940 Standard Coupe

#### **Mike Shaul**

12603 Blythwood Dr. Fairfax, Va. 22030

### CLUB MEMBERS ON LINE

**Steve Dawkins** sphjhd@aol.com  
**Ken burns** hspmc2@mail.idt.net

### COLLECTOR FIRE

**Jerry Emery**, past National president and *V8 Times* Editor, suffered a garage fire while on vacation in Europe! An original (the best) '41 Lincoln Cont., restored '38 Lincoln Zephyr Convert, restored '41 Cadillac Convert and a '39 Merc Convert were all destroyed, along with two other cars! Cause unknown.

### JERRY PENDLEY TO REPRESENT NVRG

**Jerry Pendley** will bring his '40 standard coupe, in his newly purchased enclosed trailed, to the Central National Meet at Tulsa. This will be the first time for this car in the concourse. He promised a report on the meet.

### SIGN UP SONS/DAUGHTERS TO NATIONAL

One way to increase the membership of the EFV8CA would be to promote the club with a gift subscription to the *V8 Times* and perhaps perk the interest of those that someday might inherit our pride and joys! I suggested this to the National President and a form might appear in the near future.

### ATLANTA OR BUST

After the report in last months newsletter about the installation of the Columbia in my '40 wagon, I'm sure there is interest on what happened. Even the Editor of the *V8 Times*, Jerry Windell wrote me about using the article and requested a follow up with more pictures! Well - bust it was! After running around perfectly, the only problem was with the speedometer, so I put the rear end up on jacks to observe the adapter turning (or not) while the car was running in gear. While doing this a wish, wish, metallic sound came from underneath and as best that I could determine at the time it was coming from the rear end ###+&#. I was so disappointed that I quit and went out and played golf for two days knowing that I did not have time to fix anything prior to the Atlanta trip.

After having my son, wife, **Selley** and **Pendley** listen to the noise it was determined that it emulated from the front of the drive shaft. Upon reflection, I remember the front to the torque tube dropping off the jack stand during assembly, and hitting on the drive shaft. I have taken off the torque tube and noticed that the ring holding the speedo gear and roller bearing in place was out of its groove and thus could permit the bearing to move forward out of its sleeve and perhaps cause the noise. We shall see. Stay tuned. (I have not gone further in my investigation as I attended the Western National Meet and have to publish this newsletter!)



### FOR SALE

1940 Mercury Sedan Convertible. Complete. Needs restoration. Don Bruner 717-463-2610 (Pa.)

Car Trailer - Open flatbed. Solid steel deck, I-beam construction, tandem axles, new inspectin, hydraulic brakes. Tows well. Asking \$1850. Jason 540-7896-5819

### SIGN UP MEMBERS

I lined up four prospective members at Atlanta and three more at Sully. We need to have the membership carry the form in our glove compartments to pass out. The National Capital Group pre-empted us with copies of their newsletter and a membership form to their club which were placed in every Ford at Sully!



# CALENDAR OF EVENTS

## July

- 8 7:30 p.m. *NVRG Annual Picnic*
- 12 Mid-MD Ford Club, All Ford Show, Frederick Motor Co. Frederick MD
- 13 7th Ann Nat Cap Reg EFV8 Show, Longwood Rec Center, Brookville, Md. Club caravan via White's Ferry
- 17-19 AACA Southeast Div Nat'l Meet, Louisville, KY
- 23-27 EFV8CA Central National Meet, Tulsa, OK
- 25-27 Summer Carlisle
- 29 7:30 p.m. *NVRG Directors' Meeting*

## August

- 1-3 34th Das Awkscht Festival Car Show, Flea Mkt, Mc Cungie, PA
- 9 Historic Fredericksburg, VA, Reg AACA Meet, Walker Grant Middle School
- 12 7:30 p.m. *NVRG Monthly Meeting*
- 16 NCR AACA Tobacco Trail Car Show, Allen Park, Bowie, MD
- 17 12th Annual Francis Scott Key car show atr Rose Hill Manor, Frederick, Md.
- 24 The Smolenyak Antique Auto Show Smolenyak Estate, Great Falls
- 23-24 Virginia Wine Festival, Great Meadows
- 24-29 AACA Vintage Tour in Central PA
- 26 7:30 p.m. *NVRG Directors' Meeting*

## September

- TBD EFV8CA European Tour
- 6-7 *Lebkicker Memorial Tour*
- 7 Sugarloaf Mtn. Mt. Airy, MD
- 7 NCR Mustang Club All Ford Show, Jerry's Ford, Annandale VA
- 9 7:30 p.m. *NVRG Monthly Meeting* - Volt/ohm meters
- 13 4th Annual Antique Auto Show, Northern Neck Region AACA - Heritage Park Resort, Warsaw, VA
- 11-14 Charlotte, NC Autofair '97 at Motor Speedway
- 14, Washington Times Out of the Past Review
- 14 Ed Rohr Mem Car Show, Bull Run AAC
- 20 3rd Ann Black & Decker Car Show
- 21 Bell Grove Plantation - Strasburg Rotary car show Middletown, va
- 30 7:30 p.m. *NVRG Directors' Meeting*

## October

- 2-5 Fall Carlisle
- 8-11 AACA Eastern Div Nat'l Fall Meet, Hershey, PA
- 14 7:30 p.m. *NVRG Monthly Meeting* - Voltage regulators
- 18 Rockville, MD Car Show
- 28 7:30 p.m. *NVRG Directors' Meeting*

## November

- 11 7:30 p.m. *NVRG Monthly Meeting*, Program; Hershey Slides
- 25 7:30 p.m. *NVRG Directors' Meeting*

## December

- 6 *NVRG Holiday Party* Fairfax Country Club
- 9 7:30 p.m. *NVRG Monthly Meeting*
- 30 7:30 p.m. *NVRG Directors' Meeting*

\* Projected date based on 1996

\*\*\*\*\*

Please contact Don Lombard, (703) 690-7971 with corrections, omissions, etc.

## Annual Club Picnic

6:00 Tuesday July 8th

Behind the Hunter House at Nottoway Park  
Vienna, Virginia

Everything is provided except for  
beverages and ice

Call Dave & Barbara Westrate for  
reservations 620-9597



**NVRG will caravan to this event via White's Ferry - meet 7:30 Holiday Inn at Fair Oaks.**





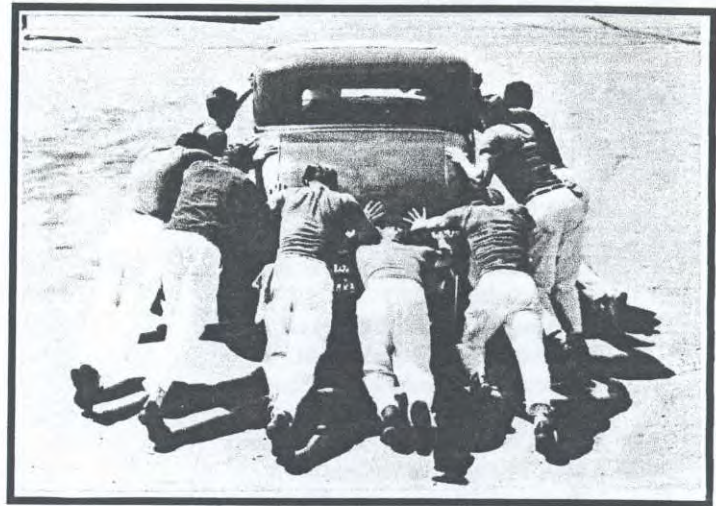
**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



**President: Dave Westrate....620-9597**

Vice President: <b>David Blum</b>	281-1654	Activities: <b>Bill Simons</b>	536-3648
Secretary: <b>Tom Shaw</b>	771-9394	Property: <b>Bill Selley</b>	273-5334
Treasurer: <b>Hank Amster</b>	753-9575	Programs: <b>Jason Javaras</b>	768-5819
Membership: <b>Bryan Boardman</b>	643-2661	Refreshments: <b>Bob Clark</b>	323-5217
Tours: <b>Hank Dubois</b>	476-6919	Newsletter: <b>Cliff Green</b>	426-2662

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 alternate sites. **SEE YOU THERE**



**FIRST CLASS MAIL**

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