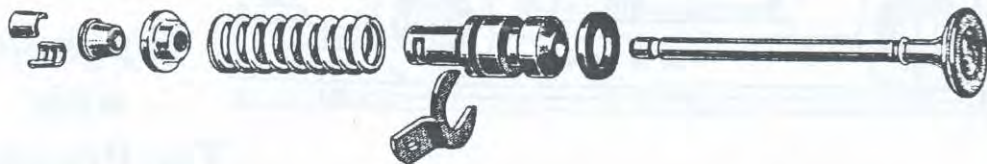




Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XX, No. 9

September 1997

Cliff Green, Editor

OUT OF THE PAST / Vern Parker

The Washington Times

In '48 Ford coupe's case, third ownership charms

FRIDAY, AUGUST 8, 1997

The nearly identical Ford coupes of 1946, 1947 and 1948 were the last Fords with free-riding fenders. They were also the last Fords designed under the tutelage of Henry Ford. The first Ford automobile that was built by Henry Ford II was the slab-sided 1949 model.

The curvy coupes remained highly desirable cars through the 1950s and into the 1960s. Even though they might be bone stock, they had the aura of a "hot rod."

"Timing is everything" goes the old saying and Jason Javaras was right on time. He was born at the right time, getting his driver's license in the late 1950s. Besides that, his father just happened to

have a 1947 Ford coupe at the same time.

So while matriculating at Bladensburg High School from 1958 to 1961 he at least traveled in 1947-Ford coupe style.

The only fly in the ointment was a hat under the sculpted hood was a 15-horsepower, six-cylinder engine. He would have preferred the 100-horsepower V-8.

Life, as they say, gets complicated after high school and the old hat was lost in the shuffle.

Decades passed. Finally, Mr. Javaras decided to find a replacement for the 16-foot, 4-inch-long car of his youth.



Jason and Dee Javaras always have time to open the hood and talk about their 1948 flathead Ford coupe.

He came very close.

While visiting the autumn gathering of antique cars in Hershey, Pa., he saw a lot of cars for sale but none that he wanted.

Then his wife, Dee, spotted a small stake in the ground with a picture stapled to the top, with a for sale sign attached. She called for her husband to come and look.

Instead of bringing his car, the owner had brought a picture of it — a 1948 Ford DeLuxe coupe.

Mr. Javaras later contacted the owner who lived in Seaford, Va. He learned the deluxe business coupe had undergone a frame-off restoration and had a flathead V-8 engine. The biggest difference between this Ford, one of 5,048 produced, and the one from years ago was that this one had no back

Close enough, Mr. Javaras thought, and the deal was done. In October 1989 he became the third owner of the Ford.

Once the jet-black, 3,066-pound Ford was secure at his Fredericksburg home, Mr. Javaras had time to delve into the car's past.

He discovered the 114-inch wheelbase vehicle was a West Virginia car originally purchased by a state prison guard.

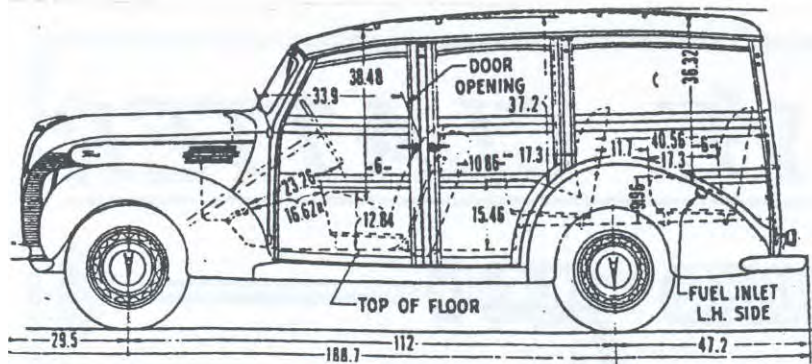
When new the base price was \$1,230.

The guard must have driven over a lot of red clay roads because the second owner says that's what was found caked on the underside of the car during restoration. Since the red clay was packed so thoroughly into every crevice the car never encountered any rust problems.

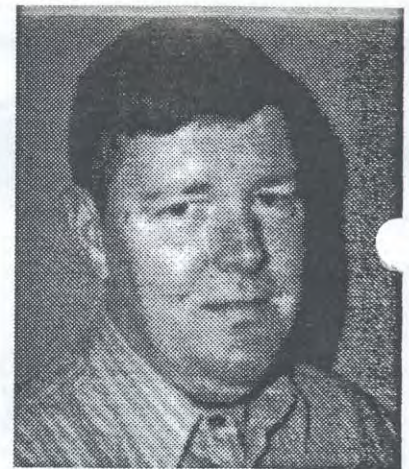
However, Mr. Javaras says, "It's been accessorized to death." When new it never looked as good as it does today.

Optional extras on the car today include:

- Clock.
- Heater.
- AM radio.
- Fog lamps.
- Tire pump.
- Utility lamp.
- Signal lights.
- Side mirrors.
- Backup light.
- Rear speaker.
- Vanity mirror.
- Extra ashtray.
- Courtesy light.
- Bumper wings.
- Cigarette lighter.
- Radio foot control.
- White sidewall tires.
- License plate frames.
- Polarized sun screen.
- Engine compartment light



*Up front
with
The President*



September 1997

I want to thank all of you who participated in this year's membership election for the Lebkicker award. Cliff Green was elected and is a wonderful selection. Cliff's enthusiasm, helping hand, knowledge and participation in all aspects of this club, including the production of the newsletter each month, speak for themselves. Cliff, we are all proud to have you represent us through this award, and we thank you for all of your efforts. Thanks to Ken Burns, last year's winner, for managing this election and I hope as many as possible will make the Lebkicker Tour this month.

Cliff Green, Bill Selley and Jerry Pendley gave us fine reviews of the Eastern, Western, and Tulsa meets at the last membership meeting, and they were very interesting. Our next meeting on September 9th will feature a discussion of electrical systems and volt/ohm meters.

Barbara and I spent a week in Cuyahoga Falls, Ohio this past month and spotted a very nice 1951 Ford police car from the Shaker Heights, Ohio Police Department. The car was just as popular with the public as Jim McDaniels' is around here. I also found a first class restoration shop called Foreign Car Specialties in Tallmadge, Ohio. The owner, Jeff Lock, only restores British motor cars, Jaguars, Morgans, and MGs, and his work comes from all over the country. This is a first class operation, and if anyone knows of someone who needs this type of work, Jeff Lock is someone to consider. While I was finishing up the manufacturing of the wood on the 39 standard this month, I met a man who was building the wood body for a 1932 Morgan which is a cute little three-wheel vehicle. They do come in all sizes and shapes, don't they!

At the September membership meeting we are accepting nominations from the floor for the 1998 Board of Directors. It is that time of the year again to think about helping run the club - become active and enjoy it more.

Well, we will see you on the road, and remember if we all do a little together, we can accomplish a lot!

Dave

NVRG TOUR, OCTOBER 5TH
VISIT DELMAS WOOD'S "FDR" MUSEUM
 Delmas will do his famous FDR presentation
 complete with 1936 Ford Phaeton
 Silver Spring, Maryland
 We will eat lunch after the museum tour
 call Hank dubois for full details
 703-476-6919



All of the post-World War II Ford coupes were simply a symphony of curves, one leading into another. Photo by Bill O'Brien/The Washington Times

The Washington Times

Mr. Javaras, now retired from the federal government, takes great pride in pointing out both the pluses and minuses of his 1948 coupe.

Some models had electric clocks, he says, while his is a wind-up model. Since his Ford is not the top of the line, it doesn't have chrome trim around the windshield or backup light. Additionally, the car is graced with only a driver's-side armrest. The two small rear-quarter windows are stationary.

The small "picnic speaker" clipped onto the package shelf is an optional extra. It is intended to be removed and placed at the end of a 20-foot tether on the front fender for the musical enjoyment of those assembled at a picnic.

The hope was that someone could help the owner get his car started after the radio had run down the six-volt battery.

Mr. Javaras long ago found a single backup light for his Ford, but, since he had wingtips on the ends of his rear bumpers, the backup light wouldn't properly illuminate the area behind the car.

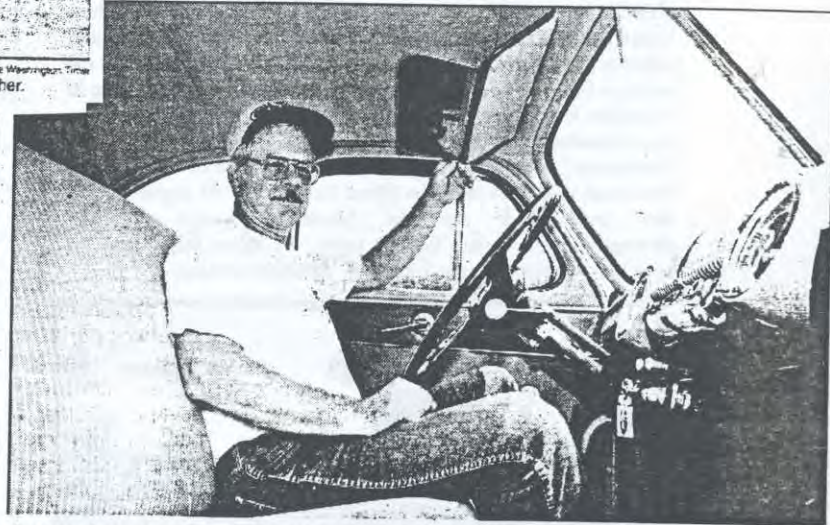
The solution came in the suggestion of using a front fog lamp bracket as a pedestal in order to raise the light higher than the lip of the bumper wing tip.

Where there's a will, there's a way.

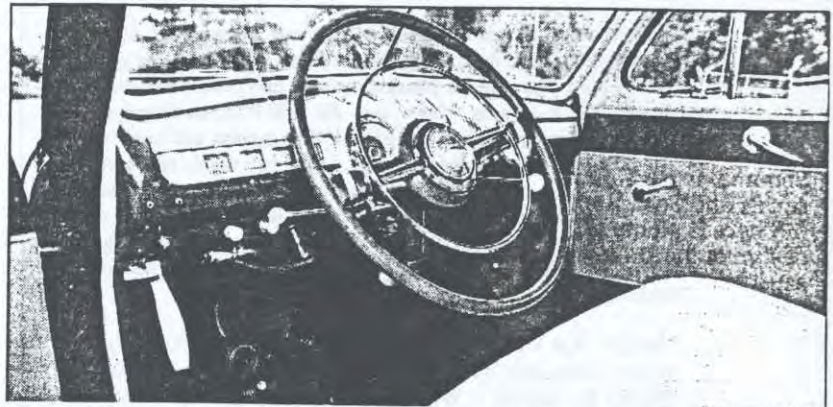
Mr. Javaras didn't have a lot to do to this already restored car to bring it up to show quality. From the plastic insert in the hood ornament to the backup light on the rear splash pan, the car is immaculate.

Mr. and Mrs. Javaras have trailered the car to several shows where it always seems to win something. Lately, however, they have begun actually driving their handsome Ford coupe to shows.

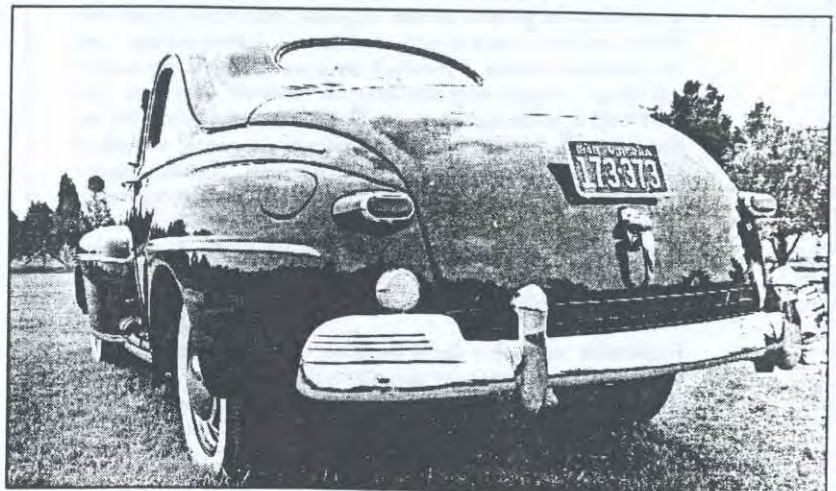
Mr. Javaras concedes it's a lot more fun to drive his Ford than to haul it on a trailer.



Jason Javaras demonstrates a green plastic extension on the sun visor.



The shoulder-wide steering wheel is dressed up with a full horn ring.

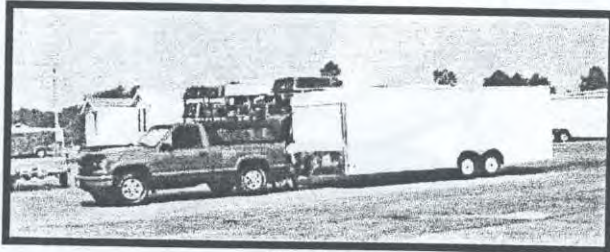


The backup light was altered so it can peek over the wing-tip bumper.

AND AWAY WE GO TO TULSA..

by: Jo and Jerry Pendley

After weeks of planning, computing, reckoning, and figuring and days of working like a mad hatter to get the '40 ready (thanks to the assistance of Cliff Green and Bill Selley) for the BIG trip, all manner of car and ancillary equipment are loaded. Jo and I start about 11:00 A.M. on Friday morning, July 18, by running west out the I-66 and south on I-81. By the time we get to Harrisonburg, we realize we have a big, big problem!! After planning the route to try to take advantage of the "relative" flatness of the roads, we realize that the combined weight of the trailer and the '40 Ford exceed the capability of the K1500 Chevy truck to climb the grades even before reaching Staunton. This creates an immediate crisis and requires the untimely addition of a transmission cooler in Staunton. As we continue to roll south on I-81 near Christianburg, the chevy decides to plainly state its objections to climbing the grades. At 7:30 P.M., sitting in a rest area near Roanoke, discretion finally overrides valor and we decide that the "mountains" in eastern Tennessee would be even more challenging. We decide right there to do the typical face-saving 180 degree reversal and head back for the proverbial garage. After driving/struggling/towing for 560 miles, we arrive back home the wiser for our experiences at 2:45 A.M. Saturday morning, July 19.



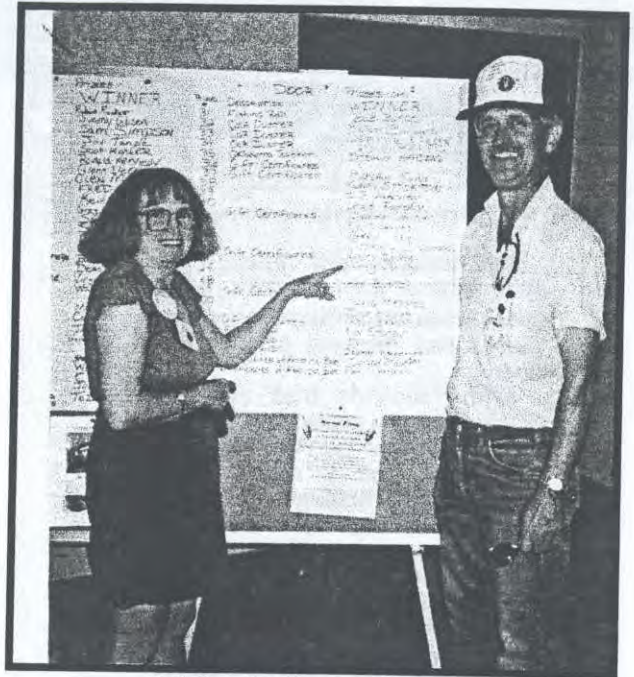
The attempt

However we will not be deterred from our objective of at least attempting to attend the Central National Meet. Realizing that getting the '40 Ford there by the planned method had been exhausted, we elect instead to go sans "show" car. By 3:00 P.M. on Saturday we load up our personal effects into another Ford product and head west on I-66 to US 15 north and I-70 west. After two nights on the road, and 1215 miles, we arrive in our home town of Miami, Oklahoma at 7:00 P.M. EDT on the following Monday, July 21, still on the road to Tulsa. Our intent is to be in Tulsa in the early evening on Wednesday, July 23, 1997, to attend the opening event, the social meeting.

Finally!!! It is 3:00 P.M. CDST on Wednesday, July 23, 1997, and we are rolling into Tulsa, as the outside air temperature registers a pleasant 91 degrees. Would you believe it, just as a midwest thunderstorm is about to break loose. All of a sudden a huge downpour, winds predicted to be up to 60 mph and hail stones the size of dimes are forecast. It rains. It pours!! We progress to the hotel Marriot and find a place to park. And then... it stops raining. Just like Oklahoma weather, if you don't like it wait a minute, the weather will change. Already many cars are on the "reserved" show field. The show field is on the asphalt on the WEST side of the hotel. We see ford V-8s with license plates from Oklahoma, of course, a "train of Fords" from Texas, and many from Arkansas, Kansas, Illinois, Nebraska, Iowa, Indiana, Georgia, Florida, California, Connecticut, Louisiana, Michigan, North Carolina, Ohio, and Pennsylvania. Of course, by now we acknowledge that we are finally in the "big" leagues. As you can tell, participation was from all points on the compass surrounding the great state of Oklahoma.

Registration on the first day of the event was quite successful. The registration process went very smoothly and the show was off to a well organized beginning thanks to the Tulsa Regional Group. After receiving the "Welcome Package" consisting of a Schedule of Events

and a red tool box full of goodies, we learned that some of the tool boxes contained notification of door prize winners. Much to our surprise our tool box contained a winning ticket. That prize was a free lube job, oil change, and a supreme car wash at a local ford dealer. After checking in and notifying the chief judge that we were there sans show car, we walked the hotel lobby and the show car grounds one more time before making ourselves ready for the initial "get acquainted" party.



Jo & Jerry Pendley win a door prize

The party was well attended by several hundred people who wine and dined on free food and were entertained by the "South Forty" country-western band. The evening was rewarding in that Jo and I met many wonderful people from various parts of these United States. And wouldn't you know it, everyone of them spoke highly of their Ford product. When the party began to wind down about 10:00 P.M., the outside temperature was still 89 degrees F., but at least it was not raining.

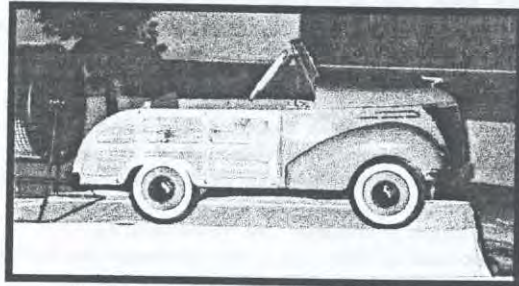
Wednesday's car story of the day was awarded to the twelve people who caravanned their eight cars from the Galesburg, Illinois area. Somewhere along the way one of the people mistakenly filled the tank of one of the cars with diesel fuel. Soon it wouldn't run and they spent quite a while changing carbs, fuel pumps, and coils in an effort to correct what seemed to be a mechanical problem. Eventually they realized that the tank contained diesel fuel so they had to drain the tank and "clean out" the fuel system. Another of the cars suffered from a "busted" head and that Ford was left in the Ft. Leonard Wood area of Missouri. Some of the others, even though they started early in the morning, suffered from the HEAT. The temperatures in the region were running 92 to 96 degrees F. with a Heat Index of 105 to 110 degrees F. Now those are warm temps for many fords that tend to run on the toasty side of the gauge.

We got to the second day of the program about 10:30 A.M., the temperature was already 90 degrees and on its way up. We walked the show field, took more pictures, and perused the vendor displays. Twenty two vendors were on site, one could have bought a box of H-10 original spark plugs for \$190.00. And if you were in the market for original type early 40's sealed beam headlights, those were a mere \$75.00 each. Needless to say I did not liberate any of those products from their owners.

(Continued page 5)

Jo Ann attended the first meeting of the afternoon. This was a lady's door prize drawing. Refreshments of cookies and tea were served. Over two hundred ladies attended and about seventy of the attendees received gifts that were provided by the Tulsa club. Each of the four daughters attending were also awarded prizes. Fifteen month old Allison still carried her prize ball late in the evening. Many of the gifts were hand made by members of the Tulsa group; others were indicative of the history of Oklahoma. One participant from New Zealand brought several gifts representing New Zealand to share.

The rest of Thursday afternoon, day two, was devoted to three seminars/meetings. One was the President's meeting. His honor, Scott Kohler, and other luminaries from California were present. High on the discussion list was the change in the Touring class judging rules. These changes and the methodology in which those changes were implemented were of significant interest to the attendees. No changes to Club policy were proffered, but needless to say the rank and file from many regional groups continued to express dismay and disappointment with the recent changes. The next meeting was with the editor, Jerry Windle, of the V-8 Times. He discussed changes and proposals for changes to format and content. Additionally he provided useful information on how to take photos for use in the magazine and how to get back copies of issues of the magazine. Ironically, during a short, informal session following the meeting, Cliff Green, Editor of RG-96's Valve Clatter, had his name mentioned. It had to do with the high quality and use of information from the regional groups newsletters. The latter came up when one of the participants was discussing the sharing and mailing of regional group's newsletters with other regional groups. And finally, the third meeting was the initial meeting on judging standards and procedures, plus the traditional informative judging slide show. This meeting was chaired by Marty Burke. The meeting was brisk and to the point.



Raffle "car" at the Tulsa National Meet

The final formal activity of the day was the Ice Cream Social on the south lawn of the hotel. The temperature was holding in the 95 to 100 degree range, with a heat index of 106 degrees. (Sure beats that rain in Atlanta, doesn't it?) The event started at 8:00 P.M. and went until whenever. The "dippers" were members of the Oklahoma City regional group who came up to help the Tulsa regional group. The old joke running that evening was that if the coordinators brought all the ice cream out early, the party would end early because the ice cream would have to be drank through straws. Speaking for myself, I know I enjoyed three large bowls of the white stuff, topped with caramel or strawberry sauce. T'was very good.

On Friday, July 25th, day three, the sleep period ended early that morning. Ole Jerry rolled out of the rack at 6:15 A.M. Got ready and departed Jo Ann's brother's house at 6:40 A.M. for the 20 minute drive to the hotel. It was time for the FREE breakfast and meeting of the judging staff. After pigging out on scrambled eggs, bacon, sausages, juice, and muffins, we received our last minute instructions and were assembled into judging teams. I joined the ranks of novice judges and Deputy Judges and assisted Larry Cotton, Deputy Judge, from Texas.

Now an important side note, the hotel had specified that the show cars were to be on the asphalt parking lot on the WEST side of the hotel. The cars could only be moved onto a grassy area IF AND WHEN no

rain had occurred or was to occur while the cars were on the grass. Well rain storms can kick up in a minute. So at the last minute, the Tulsa regional group was out on the grass at 7:00 A.M. marking off class rows/locations. The judging was to start at 9:00 A.M. The time following the breakfast until judging time was filled with the activity of relocating over 100, and maybe as many as 200, cars the 500 feet south to the grass. But believe it or not, with some initial confusion which quickly settled down to controlled mayhem, all the cars got into a respectable looking show field.

Another kudo for the Tulsa regional group. The Tulsa club members realize and know that not EVERYBODY is thoroughly interested in only cars during an event like that. So, while the car advocates were attending the judging event on Friday, the other participants, many, but not all of the women, attended a tour of the Gilcrease museum, lunch, and a shopping spree at one of the more upscale shopping centers, Utica Square, to shop til they dropped. A point definitely in their favor, these activities were inside air-conditioned facilities. These activities were chauffeured and well attended. Their return to the hotel was scheduled for about 3:00 P.M., to coincide with the ending of the judging process.

Now to return to the judging process. Larry and I had the 41/42 Open and Closed Ford Class. Originally we had only two cars to judge, but then a third magically appeared in the concourse row. So we had three to judge. I say only three, am I glad we had no more than that! The temp was already 90 degrees at 9:00 A.M. We started the process at 9:20 A.M. We had a 41 Ford Super Deluxe Convertible, a 41 Ford Deluxe Coupe, and a 42 Ford Coupe. All fine examples of our hobby. We took an hour to do the first one, then a break--the temperature was 95 degrees, heat index 105 degrees. It took 45 minutes to do the second one, a break-- the temperature was 97 degrees, heat index 108 degrees. Jo Ann met us on the show field about 11:00 A.M., the refreshment area had temporarily ran out of drinking water. So she supplied us with a six-pack of flavored bottled spring water. Unusual in taste but very welcome under the circumstances.

We started judging the third one, in fits and starts, a break for water, protection from the unrelenting sun, more judging, the chief judge's staff said break for lunch at 12:15 P.M. Had to get the food (very nice box lunches--judges ate free--but I had already paid, oh, so what!) before it expired, either to the heat or to someone else's stomach. We finally got back to finish up the third ford. Temperature 100 degrees, heat index 110 degrees. It was hot, I mean HOT!! The hotel staff and members of the Tulsa Regional Group had to keep refilling the five gallon ice water containers. And the sun kept up its unrelenting brightness and heat. Thank heaven we were on the grass and not the asphalt. The judging for the Rouge class was to be last. The deputy judges were enlisted to judge the Rouge class. Since there was no published time for the judging process to end, I believe the judging was over by 3:00 P.M. At that time the discomfort index was off the scale.



Jerry the judge scanning the awaiting concourse

(continued page 6)

I learned something--a lot in fact--I realized that there are a lot of nuances, differences, and interpretations of judging standards and point deductions. Judging is a very difficult and challenging task. Also on the show field were the touring, light commercial, special interest (a Ford tractor plus other entries), and the display classes. What a fine show field of Henry's creations. In spite of the heat the participants stuck to the plan and completed the scheduled activities in a timely manner.

After a couple of hours of rest from the heat we were back on the road again. Friday evening was the first "driving" tour for participants. The temperature on the asphalt was 110 degrees and the heat index was 120 degrees plus. The weather reporters stated that the temperature in the sun was 130 - 135 degrees in the afternoon. At 5:30 P.M., the cars had been assembled in a very long line, despite the heat and withstanding a couple of traffic lights in the middle of rush hour traffic, all the cars, both modern and our favorite fords managed the 30+ mile trip to the Allen Ranch south of Tulsa. The trip took about 45 minutes and the temperature, due to heat island effect in Tulsa, dropped to a toasty 97 degrees once we hit the southern city limits. It remained a cool 93 degrees upon arrival.

The purpose of the trip was to have an evening meal and listen to some country-western music presented by a western band that had been performing at the ranch for many years. The meal consisted of white beans, cole slaw, potato salad, barbecue beef and chicken, bread and butter and apple cobbler with ice cream for dessert. Many of us that have been in military and/or college dining halls can appreciate that with over two hundred attendees, the ranch hands had all of us through a double line with servers layering the delicacies on our plates in less than 30 minutes. The staff had done that feat many times. As our host at the Allen Ranch stated, "We grow cattle on this ranch and the only difference between the people and the cattle is that we feed the people. Everything is reduced to a process."

After we had reduced the meal to remnants, the country western band entertained us for about an hour. Many of you may think it was pure "country", but the harmonies that came from the woman and the four gents in the band were fantastic. Just as the sun had set, we started the trek back to town. There was no organized group drive to return to town. Thinking that I was behind/trailing a couple of old ford coupes from the Tulsa regional group, I blindly followed them north until we reached a dead end. Just before that happened, I realized they were from Illinois. They had seen the name of a street that runs north and south just east of the hotel. The only problem was that that particular segment of the road, altho it runs north and south, did not cross a bridge over the Arkansas river to get us back into Tulsa. By that time, with Jo and I being familiar faces, we said that we could get them back to the hotel. So within 30 minutes all of us were in the hotel parking lot. All in all, it was another successful day.

Day 4, Saturday started at 8:30 A.M. with another driving tour. This one was to go to Claremore, Oklahoma, about 25-30 miles northeast of Tulsa. The purpose was to visit the Davis Gun museum, the Will Rogers museum, and have lunch at the Dog Iron Ranch, Will's birthplace. The trip was enjoyed by the participants and the convoy returned to the Marriot hotel around 3:00 P.M. But of course, with so many attendees not being thoroughly familiar with the road system, some did not get back until "happy hour" started.

As Jo and I prepared to return to the hotel about 5:30 P.M. the outside air temperature gauge on our car registered 134 degrees, admittedly that was on a concrete surface, but it is still indicative of the conditions in this heat wave. The "Happy hour" started at 6:00 P.M. Even with the heat, although the hotel was very comfortably air conditioned, a great many of the participants showed up in semi-formal attire--party/cocktail dresses for the ladies and suits/sports jackets with ties for the gentlemen.

The attendees were seated for dinner by 7:00 P.M. and the service was prompt. We dined on salad, steak or chicken with vegetables and baked potato and rolls, and raspberry cheese cake with coffee or tea for dessert. The awards presentation started at 8:00 P.M. with many winners in Rouge, Dearborn, Concourse, Display, one longest distance award (California), and one "Tough luck/Hardship" award (Nebraska).

Announcements about future meets were made. A regional group in California will do the 1999 western meet. Omaha will do the 1999 central meet. And I believe a regional group in South Carolina will be doing the eastern meet in 1999. And the granddaddy of them all, the National Dearborn meet will be in Michigan during the June 29, 1998 thru July 6, 1998. The national club has obtained the entire hotel. So if you are considering attendance at a Ford meet in the near future. Put this one on your calendar.

Since this was our first attendance at a regional or national meet, we considered it an unqualified success. It was packed with activities, something for everyone! Our hats are off to the Tulsa Regional Group for another, their fourth, highly successful meet.

FREDERICKSBURG AACA 40TH

by Jason Javaras

The Historic Fredericksburg Region AACA held their 40th annual show on August 9th and it was well attended by members of our club. The show was held at a new location this year - Walker Grant Elementary School. The change of venue was due to flood damage last year at Old Mill Park, which is right on the banks of the Rappa-hanock River, and also because of fees that were continuing to rise every year for the use of the park. The latter is a problem that many clubs face.

Making the longtrip South for the show were the following V-8ers: **Dave Blum** with his '53 Lincoln rag top, **Cliff Green** in his '36 phaeton, and **Hank Amster** in his trusty '41 convertible. In addition, the following local Fredericksburg members of our club were in attendance: **Cliff Hardin** in his '40 2Dr, **Bill and Louise Vincent** with their '51 Fordor, and **Dee** and myself with our '40 coupe and '48 coupe. **Brian Boardman** showed up later in his modern iron with tales of woe about backups on Interstate 95. Ah yes, lovely, tranquil Rt. 95. One interesting data point for this show- not only were there 12 V-8s in attendance, but of the four '40 Fords present, all were standards vs deluxe. One '40 std 4dr at the show is owned by Eldred Lee, a local gentleman who has owned the car since it was new.

Jerry Hill, (our newest member-editor) a V-8 vendor whom many of us know quite well, drove his original '40 Mercury convertible to the show from Irvington, Va (90 miles plus), only to break down in the driveway of the show field. A quick gathering of tools, sweat, and advice, plus a spare coil and Jerry was running again in no time. Hope his trip home was uneventful.

The Fredericksburg AACA Club always appreciates the support our club gives to their annual show. By the way, our editor picked up a second place trophy for his '36 phaeton. Congratulations.

Another well done local show coming up is the Northern Neck AACA show on September 13, at Heritage Park in Warsaw, Va. I realize this is only a week after the Lebkicker Tour in the same area, but for some that can't make the Tour, these folks always put on a good show. For registration info you can call Judy Beauchamp at (804) 493-952

CARS OF THE CLUB 8/97

FARKAS	1932 5W COUPE	CULPEPPER	1940 STD COUPE
JONES	1932 PHEATON	JAVARAS	1940 STD COUPE
RYAN	1932 TUDOR	HARDIN	1940 STD TUDOR
		BELLAFAIRE	1940 STD TUDOR
MASCALI	1933 1/2 TON PICKUP		
JUDY	1933 CABRIOLET	SELLEY	1941 1 TON PANEL
		AMSTER	1941 CONVERT
FRENCH	1934 1 TON PANEL	MAZZIE	1941 DEL TUDOR
MAZZIE	1934 PHAETON	ARRINGTON	1941 PICKUP
SIMONS	1934 ROADSTER	PENDLEY	1941 S/DEL COUPE
WELLS	1934 ROADSTER	HARDIN	1941 STA WAGON
SIMONS	1934 TUDOR	CHASE	1941 S/D SEDAN
		BURNS	1941 S/D STA WAGONS (2)
		BOWERS	1941 TUDOR DEL
PIXLEY	1935 COUPE		
DUBOIS	1935 3W COUPE	GALL	1946 2 TON COE
MORRISON	1935 3W COUPE	CHANDLER	1946 MERCURY CONV
ROSS	1935 CABRIOLET	MYRICK	1946 SEDAN DELIVERY
POTTER	1935 PHAETON	STEWART	1946 SUPER DLX TUDOR
ROSS,DON	1935 PHAETON	WENCHEL	1946 F1 PICKUP
ARRINGTON	1935 ROADSTER		
ROSS,DON	1935 SB SEDAN	SHAW	1947 DEL COUPE
VINCENT	1935 SEDAN	WHELIHAN	1947 LINC CONT CAB
FRENCH	1935 TUDOR	PIXLEY	1947 LINC CPE
		DAWKINS	1947 MERCURY SEDAN
GALL	1936 3W COUPE		
ROSS, S.L.	1936 3W COUPE	JAVARAS	1948 DEL COUPE
ROSS	1936 CONV SEDAN	TINDALL	1948 DEL TUDOR
GREEN	1936 PHAETON	ROSS, S.L.	1948 LINC CONT CAB
POTTER	1936 PHEATON	BOARDMAN	1948 MERC COUPE
LUMPKIN	1936 ROADSTER		
McININCH	1936 TOURING SEDAN	DARBY	1949 CONVERT
POTTER	1936 TOURING SEDAN	WILD	1949 F-1
CLARK	1936 TUDOR	FRENCH	1949 TUDOR
LEE	1936 TUDOR		
		MOORE	1950 CUSTOM TUDOR
LEBKICKER *	1937 CABRIOLET	CUMMINGS	1950 MERCURY MONT.
WELLS	1937 CONV. SEDAN	GILES	1950 SEDAN
		HINKLE	1950 TUDOR
BLUM	1938 CONV SEDAN	PENDLEY	1950 TUDOR
LUMPKIN	1938 SEDAN		
		WILD	1951 CONVERT
WILLIAMS	1939 COMMERCIAL	SHAW	1951 CONVERT
KOZAK	1939 DELUXE COUPE	VINCENT	1951 SEDAN
WESTRATE	1939 DLX STATION WAG	WILD	1951 STA WAGON
WESTRATE	1939 STD STA WAGON	McDANIEL	1951 TUDOR
VINCENT	1940 CONVERT	PAINTER	1952 PANEL
ARRINGTON	1940 CONVERT	CHASE	1952 VICTORIA
BOWIE	1940 DEL COUPE		
GIBSON	1940 DEL COUPE	BLUM	1953 LINC CONV
SPERO	1940 DEL COUPE	GALL	1953 LINC CONVERT
HILL	1940 MERCURY CONVERT		
CONTRUCCI	1940 PICKUP	LOMBARD	1953 TUDOR
DORFLER	1940 SEDAN DELIVERY		
GIBSON	1940 SEDAN DELIVERY		
GREEN	1940 STA WAGON		
PENDLEY	1940 STD BUS CPE		

NEWSLETTER PRINTING

Our newsletter is printed free of charge by the RUST INSURANCE CO., owned by Bill Simons. We are appreciative of the services of Bill and his staff who print, fold, label, meter and mail our news. Look to Bill for any of you insurance needs.
202-776-5000

CARS OF THE CLUB

It interesting to note that the majority of the V8's in our club are '40 Fords with 14, followed by the popular '35 and '36 with 10 each. In fourth place are the '41's. Convertibles make up 30% of the 92 cars of our members with coupes at 22%, tudors 18.5%, commercial 14% and sedans at 8%.

There are 5 mercurys and 5 lincolns in our club.

ON THE ROAD AGAIN

The woody is back on the road after fixing the noise in the drive shaft. It was the retaining ring on the drive shaft that hold the speedometer and roller bearing in its place. It had slipped forward about an inch allowing the bearing to move out of its cage causing the drive shaft to rub against the torque tube. I took the rear end out and put it back in myself and will do an article on how to do this in a future issue.



JERRY HILL

POB 710, Irvington, Va. 22480
1940 Mercury Convertible

BUTCH MYRICK

1322 Madison Ave Front Royal, VA 22630
1946 Sedan Delivery

TOM LUMPKIN

13817 Mills Ave, Silver Spring, Md. 20905
1936 Roadster, 1938 sedan

Welcome back:

MARY MENKE

8306 W. Blvd. Dr. Alexandria, VA 22309

DICK McININCH

215 Stone Creek W., Nellysford, VA 22958

MIKE KEARNEY

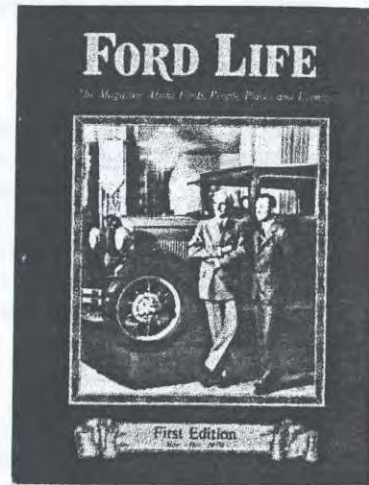
2021 Wolf Trap Oaks Ct., Vienna, Va. 22182

FLASH

Steve Dawkins reports the purchase of a 1940 Mercury convertible sedan! An older frame off restoration from Florida. Only 1,083 of these "last of the four door convertibles" were made. Steve's car is mandrin maroon with tan leather.

FORD LIFE

"The magazine about Fords, people, places and events", published by Lorin Sorenson. 22 issues were published from December 1970 through June 1974. The magazine explores the wide range of subject matter



relative to the Ford hobby. Packed with production photos and facts from the Ford archives, it is a very collectable. I subscribed, but missed the first two issues. I have been searching to complete my set for years and was finally able to do so by buying all 22 issues at Fredericksburg at a good price. Since many of our newer members are unfamiliar with this magazine, I am willing to loan out five issues at a time, library style, if you pay postage both ways and take special care of them as they are worth \$10-12 an issue! Editor

FOR SALE

NOS '32-'64 Ford and Mercury parts and accessories:
Tail lights, water pumps, distributors, gauges, grills, door handles, etc. Jerry Hill 804-438-5450 Hershey spaces CU-20-30

Trailer for Sale - open 18ft car carrier. Solid steel deck, new inspection. New hitch, wheel bearings, lights, wiring plug. Hydraulic brakes, spare tires, heavy-duty ramps, etc. Asking \$1800
Jason 540-786-5819

COMING UP

In our next issue:

Steve Dawkins '40 Mercury convertible sedan

How to pull that rear end!

Report on the Lebkicker Tour

Old fashion car dealer in Pa.

Report on the Virginia Wine Festival

All about Hershey- who's going, where to eat, stay

CALENDER OF EVENTS

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
21 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, 14 7:30 p.m. *NVRG*
Monthly Meetin Voltaregulators 18 Rockville, MD Car
Show 28 7:30 p.m. *NVRG Directors' Meetin*

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.

TIPS FROM THE EDITORS GARAGE

Fan belts are important. Henry used a belt that filled up the pulleys, not like the repro Ford script ones that are thin and sit way down in pulley. The thinner belts have to be tensioned more to prevent slippage and thus put more of a side load on the water pump bearings, especially the right one. Notice how few right pumps you see in flea markets? Have you ever

seen the damage that a water pump pulley makes under the hood when it comes off? Also, check that you have two pulleys the same - some have three ridges, some are plain, both are correct as long as you have two alike. So, a fat belt will require only 1" of slack when installed. By the way, pre-war belts were brown in color.

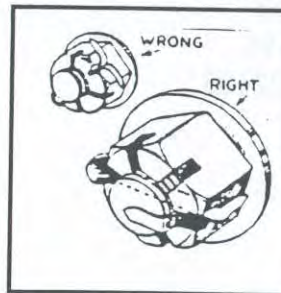
For the pre-war Ford: make a piece of stiff cardboard to place over the top of the grill to block the flow of air over the top of the radiator like what was engineered with sheet metal for the '46-48 - this should help with cooling.

Ever have the problem of the engine straining on acceleration and then breaking loose with pep? Like something makes it run right, then bog down again? Well, you are running on seven cylinders then all eight for awhile - one of your plugs are cutting out. Probably grounding somewhere. An easy way to check for ignition leaks is to run the car at night with the hood open (while parked) and look for the spark. If you can't hear the click, you will see it. You should replace those wires every five years anyhow.

Remember, with a six volt ignition, every wire must be tight and all grounds clean. One member had trouble starting his car occasionally and all it was was a loose starter button wire at the solenoid. Check those wires connected to the back of the ignition switch occasionally - they are knurled knobs that can loosen. Loose nuts cause high resistance = heat!

Speaking of heat - those little white helon fire extinguishers are no longer legal on the V8 concours. You need to have the red one, 2 1/2 lb or better.

Check those cotter pins for correct installation. They should fit tight in the hole and inserted so that the side of the head lines up with the slot in the castellated nut. Bend one leg of the pin over the bolt and the other down the side. I have judged a lot of cars where this simple task is done incorrectly





**BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP**



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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**