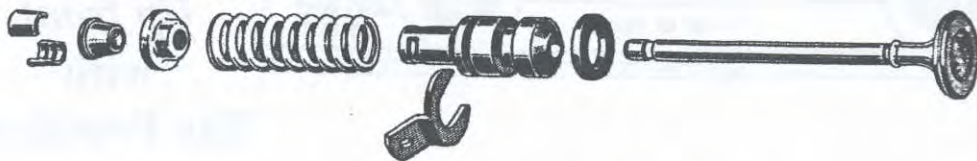




Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XX, No. 11

NOVEMBER 1997

Cliff Green, Editor

IMPRESSIONS OF HERSHEY '97

By Ken Burns

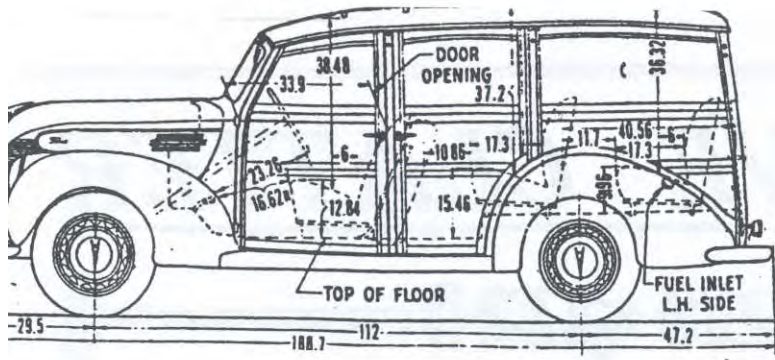
Every year everybody talks about the weather at Hershey and this year was no exception! It was ABSOLUTELY PERFECT, maybe even a touch on the warm side. Actually down right hot if you didn't have access to a shower for three and a half days. After slogging through the mud and/or putting up with heavy overnight frost in years past, this year was a welcome change. Nobody I spoke with could remember a year when every day was warm enough to wear shorts.

I went up on Wednesday morning with the usual suspects, **Cliff Green**, **Bill Selley** and **Hank Amster** that camp out under a tree in front of the silo across the road from the Green Field. This year was going to be a lot different for me. Over the last 5 or 6 years since I finished Woody I, I've been looking for little bits and pieces to upgrade and detail the car. Now that I've started working on Woody II, I'm back looking for some really big chunks. I spent quite a bit of time over the summer looking in Hemmings and around the local swap meets trying to get a feel for what would be available and what the going rate would be. Fortunately, having had Woody I for nearly 30 years I felt pretty comfortable about what's correct and what's not on the '41 cars. Restoring/maintaining an V-8 is expensive enough without having to buy more parts because you bought the wrong stuff in the first place. My first priority was to find the Woody-specific stuff and then concentrate on the stuff common to all '41 passenger cars. After getting settled in, the four of us headed off in search of those elusive treasures that we knew were out there just waiting for us. Within a half hour Cliff spotted one of the items on my wish list: the missing third seat for Woody II. They show up every once in Hemmings or Woody Times but I figured that it would be a long time before I found one at a price I was willing to pay. A little dickering with the vendor about price and the next thing you know, Cliff and I were hauling the thing back to the campsite. I also found a pretty nice spare tire cover and some other non-Woody '41 items that I needed. With the exception of rain gutters, I now

have all the Woody goodies I need for Woody II. I did pass up some other items that I need because the asking prices were outrageous. There's a vendor on the Green Field that has had the same NOS '41 three piece grille on display for the past 7 or 8 years. At the price he's asking for the set, it will probably be there for 7 or 8 more. He's also got a replated '41 horn rim that was ruined when all the detailing was ground off and he's asking a ridiculous price for that as well.

Wednesday night we adjourned to the Penn Hotel and Sports Bar, a neighborhood place, where we were once again welcomed with open arms by Ron the owner and his wife Faye. They even had reserved our usual table for us. We were joined by **Bill Simons**, **Hank Dubois** and then by our newest member **Bill** and **Billy Fox** who had been let in on the secret by Bill. Where else but the Penn Hotel and Sports Bar can you get two huge stuffed chicken breasts and two side orders for just \$7.50? Thursday was the traditional grilled pork chops, apple sauce and two sides, again for \$7.50. were there. By Thursday our group had grown to 10 with the addition of **Dave Westrate** and his son-in-law, **Eric Sumner**. Dave and Eric had reserved the camping space next to us, had arrived on Thursday morning and were first-timers at the Penn Hotel. On Friday **Joanne Fox** joined us bring our ranks to eleven. A lot of good food and good companionship at the Inn on those three nights. Of course, Ron still hasn't found the culprit that stole Henry's club jacket.

Those of us who camped out under the tree were a pretty narrow group, you either had a '41 (Bill, Henry and me) or you had a Woody (Cliff, Dave and me). Henry, ever the accountant, figured that the yearly cost of the tent they've been sleeping in for the past 20 years has now been reduced to \$2.50/year/per person. Not too bad when compared to \$150 per room per night with a three night minimum at the nearby motels. Of course, the convenience of running water and electricity does have a certain charm about it. Rumors abound that next year HERCO will change the way camper. (Continued Page 3)



**Up front
with
The President**

November 1997

Hershey is an amazing experience! My son-in-law, and NVGR member, **Eric Sumner**, expected to see a large car show, but he was not prepared for this vast array of cars and parts. We measured the distance on the odometer from the end of the white field to the end of the green field on the other side, and it was 1.4 miles. Ken Burns told us that he read an article once that stated if a person made one pass in each isle in the fields, 12 miles would have been covered. That's a lot of people, cars, parts and motorhomes!

The varsity team of **Green, Selley, Amster and Burns** showed us rookies the ropes, and we had a great time and found a lot of parts for the 39. Sleeping in the tent was interesting. We had a little rain one night, and when a big leaf would fall off the "tree" and slide down the tent it sounded like big rats trying to get in.

I learned one lesson in a hurry! My tent training was in the Marine Corps, and the first thing you do when you get up is shave. So, I lathered up and used the side mirror on the Dakota to accomplish this task. Well, the varsity team let me know in no uncertain terms that this was a violation of the most basic rules and shaving was not Presidential under these circumstances. Scuffy is good at Hershey!

Our club had a great turnout at the show, and everyone had a good time. The tent crew met a group of V8ers from Holland who have a restoration business outside of Amsterdam. They bought three cars to send back in a ship container. The leader joined us around the campfire with a peace offering of Holland's traditional distilled spirits. It was fun to listen to him tell us what a genius he thought Henry Ford was. Next membership meeting we will have **Bill Selley's** traditional Hershey slide show. This was the 20th year that Bill, Hank, and Cliff have made this trip together.

Plans continue with the Fairfax Business Coalition for our show in May, as we have met again with our counterparts to discuss details. I will keep you posted on this.

Remember to sign up early for the club **Christmas party** on December 6th - we can only accept the first 50 persons. The club treasury subsidizes this party with \$10 a head!!!

Remember, if we all do a little - together we can accomplish a lot!

DAVE



Hank Amster, Bill Selley, Buzzy Potter and Ken Burns enjoy early morning at Potter's flea space

IMPRESSIONS OF HERSHEY '97

(cont. From front page)

The swap meet, car corral and car show pointed out once again that you've got to be a wise and informed consumer. There were tons of cars and parts out there; some authentic and correct, some outrageously priced and some reasonably priced, some poor reproductions or just plain wrong for what they were supposed to go on. Cliff and I looked at a '40 Woody in the car corral that had been completely re-wooded and found some glaring errors in the way the wood had been reproduced. The owner was asking top dollar for the car and I'm sure that sooner or later he'll get it. If the new owner takes the car to a V-8 meet and has it judged, he'll soon face the unpleasant truth that he should have done more research before purchasing the car. One of the great benefits of the NVRG is the wealth of talent, technical advice and knowledge we have to draw on among our members. I urge everyone to take advantage of what these member have to offer.

REFLECTIONS ON HERSHEY

by Bryan Boardman

I did Hershey at about Mach 1. Arriving at 0915 on Wednesday morning I bought a program guidebook and took off looking for Mercury parts. I was on both a limited fiscal and time program as I'm

generally tight with a \$ and I had a 20:15 flight to Seattle from National that evening. After buying the guidebook I circled every Ford & Mercury stall in the book and **TOOK OFF IN FULL AFTERBURNER**. A few of my targets hadn't arrived, a few hadn't set up yet as said they'd "be here till Sunday", and the rest I rolled in on like a kid in a toy store. I was able to go to every stall south of the road that borders the school, and which was advertised as "post war Ford" and also the 15 or so specifically labeled as Mercury. By 1415 hrs. H-Day (Hershey invasion) I'd struck out on the quest for windshield wiper parts, a script coil [that carried a guarantee], back-up lamp assembly and column switch, and front fog light assemblies. However I did pick up a piece of fender stainless for the right front fender, which I've been missing for some time.

Was this the optimum way to see Hershey? If you like driving in rush hour traffic, and going to the dentist, perhaps the answer would be yes. **SOMEDAY.....** I'll be able to do it properly and spend a few days wandering methodically up and down every row, not this year though.

By the way I made it home at 17:45, showered, shaved, and got to National by 19:15 for my flight to Seattle.

NVRG CAR DISPLAYED IN THE PENTAGON! By Jim McDaniel

The Early Ford V-8 Club's Northern Virginia Regional Group member Jim McDaniel recently received an evening phone call inviting him to place his 1951 Custom Tudor black-and-white sheriff's cruiser on display in the Pentagon. The Defense Protective Service was recognizing Crime Prevention Week with exhibits and displays from many local-area police departments, in the Concourse area of the Pentagon, and they were seeking some antique police cars that they could exhibit in the centercourtyard area of the Pentagon to draw attention to their cause.

(Pardon me while I slip into the first person...) Because of my support of various local police organizations and activities the past several years in parades, shows, and displays, "my" name was passed to the Defense Department by the Montgomery County (Virginia) Police Department.

Although the Ford now lives with me in Northern Virginia, I have it dressed up with vintage Lee County Florida sheriff's stars, that my brother in my home town of Ft. Myers got for me, and am sporting a new yellow-and-black Florida sheriff's license tag that I recently got from a friend in Tampa. On the front bumper is a new "FSU Seminoles" tag I picked up in Tallahassee at my old school, when I went through on vacation a while back.

Now, actually, I didn't need much of a reason and could think of some considerable emotional pleasure to be gained by blasting my siren inside the Pentagon, and besides, how often do you get the opportunity for a photo-op of your car inside THE building?

The event was scheduled for a Friday morning, and as luck would have it I had already planned that day off from work. I quickly told them I'd be happy to support them, and I received instructions as to where and when to "report for duty."

Arriving bright and early Friday morning (but not too soon after reveille), I discovered three other well maintained vintage police cars: A nearly 100-point (but who am I to judge) 1956 Ford Fairlane black-and-white sheriff's patrol car from Maryland; a 1966 Dodge Coronet "radar unit" black-and-white highway cruiser, also from Maryland, with a BODACIOUS 440 ci powerhouse under the hood; and a blue-and-white Montgomery County Police Department 1972 Plymouth Fury III. The three black-and-whites are all privately owned, and the Fury is owned and maintained by the Montgomery County Police Department. Incidentally,

although it was not there today, Montgomery County also has a recently restored mid-1970's full dress Harley-Davidson Duo-Glide police bike that is just AWESOME! It was on display with us a few months ago at a show in southern Maryland.

Back to the Pentagon, we displayed the old cars in pairs, parked together with each pair forming a 90-degree "V" at the head of the sidewalks coming out of the two main Pentagon exits into the center courtyard area. For those not familiar with the Pentagon, there is a courtyard area in the middle of the building, referred to as the Center Court, with a road (or paved track) along the outside of the courtyard (next to the building) that many people use for mid-day exercise walks. There are also five sidewalks forming "spokes" from the five corridor exits to the center of the courtyard.

Quiz question number one: What's located at the EXACT CENTER of the Pentagon? Answer below...

I say we parked at the head of the "main" exits (they're all the same really), for these are the two spokes from the corridors on each side of the second-floor cafeteria complex in the building. Most people exiting the building for the courtyard during the lunch hour come out these exits, from the second floor level, and look down at the cars parked at the bottom of the exterior stairs leading to the courtyard level. Along the access road (exercise track) that rings the center court were parked between 30 to 50 modern police cars and vans of various shapes and sizes, but all attention was really focused on the four old ones. My exhibition "partner" was the 56 Ford (of course). The Plymouth and Dodge shared the other sidewalk. MAN did we get a lot of attention, from sergeants (they're not a lot of privates in the Pentagon) and captains (there also aren't a lot of lieutenants in the Pentagon) to two- and three-star generals (there ARE a lot of generals in the Pentagon). We got the same "my dad used to drive one just like it..." comments that we get at all shows, but seemed to get a lot more of the, "I used to own one almost just like this one, but mine was shaved and decked..." comments. For some reason this crowd really seemed to relish the old ones, and there were a lot of guys and gals in uniform who knew their cars.

Maybe it's because these cars came to see them, rather than them going to see the cars, but there were also lots of people here who acted like and asked questions like they'd seldom if ever had the chance to see well-maintained old cars up close. I believe there was a higher level of interest than usually encountered at shows, and they really seemed to appreciate them.

Answer to quiz question one: A hot dog stand.

(Well, OK, it's a permanent building and they sell hamburgers and french fries too, but down deep it really IS a hot dog stand.)

Quiz question number two: Besides the "Center Court," what do they unofficially refer to the hot dog stand as? Again, answer below...

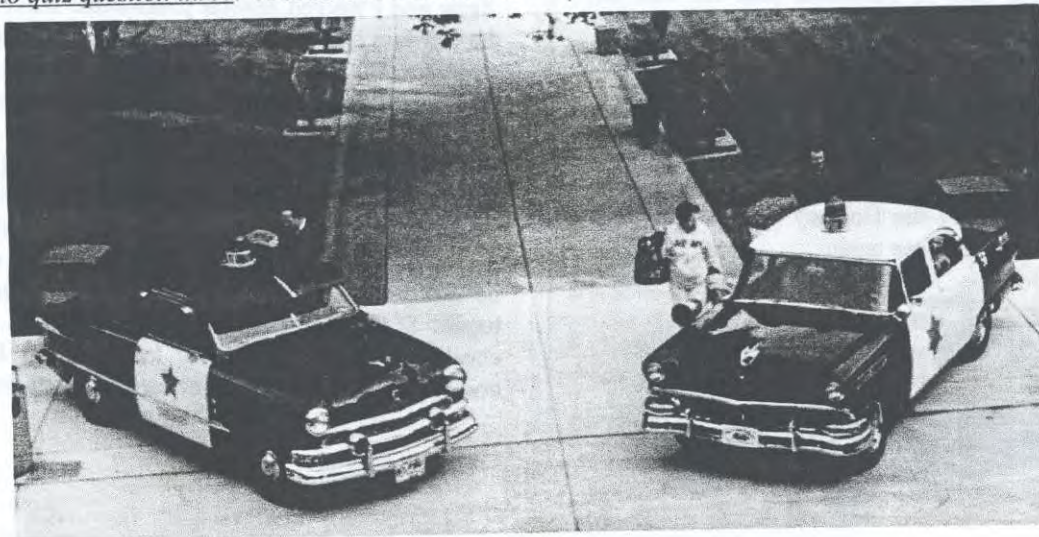
I went into the Pentagon several times and walked the "A" ring (the innermost ring that overlooks the center court) on various floors. You could see the cars very well about half way around the ring, from practically every floor (there are five stories above ground), and there were people peering out the windows on every floor. It was fun listening to the comments, "Yeah it's a 1952, and the other one's a '60." Or "I think they're Fords, but I'm not sure, but that other one's a Chrysler." Or "Cool!" Or "That's the SAME car Broderick Crawford drove in Highway Patrol!" Or "Yeah it's a 1950, and the other one's a '55." (spoken with the same certainty and authority as the first comment--military people are very self-confident.) It went on-and-on. Lots of fun.

Answer to quiz question two: Ground Zero!

Quiz question number three: What object is at exact ground zero!

Inside on the concourse (that's a shopping area with drug stores, credit unions, jewelry stores, medical clinics, book stores, etc.--all self-contained within the restricted access part of the Pentagon) there were representatives from 15 different police jurisdictions providing crime-prevention information, literature, and handouts to residents of their jurisdiction (or to anyone, really). They were attracting a lot of attention and giving out a lot of stuff.

Answer to quiz question three: A brass owl weather van



Anyway, we spent most of the morning in the courtyard talking with people and showing off our cars. After buying us lunch, the Defense Protective Service gave each of us a really nice gold-and-black-on-parchment-looking-Certificate of Appreciation in a hardbound folder. The Defense Department really knows how to make nice-looking certificates. Mine read:

Defense Protective Service
CERTIFICATE OF APPRECIATION
is presented to
Mr. James McDaniel

"On behalf of the Defense Protective Service Inspections Section, I would like to thank you for your support and participation in our 7th Annual Crime Prevention Exhibit. Your participation along with 15 Police Departments in the National Capitol Region made the Exhibit a huge success. Hundreds of Department of Defense personnel were able to meet police officers from the country/city in which they reside. Your professionalism and public relation skills reflected great credit upon you and the Early Ford V-8 Club."

On either side of a color seal of the Defense Protective Service is the date, 24 October 1997, and the signature of the Chief of the Defense Protective Service.

All-in-all, a fun way to spend a Friday morning--sure beats working. After lunch, all four of us "old guys" were escorted through the tunnels of the Pentagon to our escape into and out of the south parking lot, but not before the four of us had a lights and siren "contest" in the courtyard, and we left the building with lights flashing, siren's wailing, and waves from the windows.

What a GREAT hobby!

HERSHEY REFLECTIONS

by Jason Javaras

Once in a while we are blessed with extraordinary weather for a car show, and this was certainly the case for the Hershey Fall Car Show. Amid an undercurrent of complaints by vendors and show car owners alike for recent tax law changes and new rules by Herco, who manages Hershey Park, crowds didn't appear to suffer in either numbers or enthusiasm for this enormous event. Dee and I walked the entire three flea market fields again this year, and came away broke, but grinning, with several great Ford finds. One of the best things about Hershey is the chance to see so many old friends. Most of the board of directors of NVRG were seen this year, including the Pres, **Dave Westrake**, who was clearly impressed with his first trip to Hershey. Bob Thatcher, V-8 Times advisor was everywhere, dispensing good advice, and **Jerry Hill** spun a great yarn about revenueurs buying a fleet of '40 Fords so they could catch moonshiners that favored the same Fords to ply their trade in Southern Virginia and North Carolina.

And if on the off chance you get tired of looking at cars, you can just sit back and watch the people at the show. Short, tall, fat, skinny, rich or poor, they put on quite a show of their own. Every year I say that one year I'd like to just photograph the showgoers at Hershey, but then I'd miss too many cars and parts so that may never happen. One treat this year was to spy none other than Jack Klugman in the car corral, admiring a trio of fine LaSalles for sale. There was no mistaking that noble profile and gravelly voice as he talked about a similar car he used to own. Just another car buff, having a good time with his buddies. Most interesting Fords we saw were a rare '40 pickup with a 4 cylinder 9N tractor motor. Nice guy, but he wanted around \$25K for his original prize, and probably took it back home. Saw a beautiful '34 town car on the show field. Every year you see a lot of some part or particular cars for sale in numbers - this year there were numerous '39/'40 Mercurys and parts for sale. We also saw at least 6 pairs of '40 fender skirts - usually a rare item.

The Hershey Meet is truly an awesome event for any car nut. It is the epitome of fun for car hobbists and a credit to a lot of hard work by the Hershey AACA Region. Thanks for the memories once again.



Jason Javaras shows Editor prized '40 Ford dealers show room album

HERSHEY REFLECTIONS

By Steve Dawkins

When I go to Hershey, I see the event through my prejudiced interest in old Mercury flat heads. So this year's Hershey proved a delight. An unusual number of old Mercs were presented on the field:

- '46 Merc maroon convertible for a reasonable \$20,000;
 - '47 tan Merc convertible, very clean, for a hefty \$32,000;
 - '40 Merc four-door convertible sedan, very similar to my own, priced at \$32,000;
 - '39 Merc maroon coupe priced at a reasonable \$12,500;
 - '41 Merc coupe with a working Columbia, 23k miles, priced not to sell at \$19,500;
- In addition, there were three '39 and '40 Merc sedans in various stages of survival.

Jane and I walked several pleasurable miles looking at the old cars and the vendors in glorious Indian Summer weather. The only club member I bumped into was our President, **Dave Westrate**, with his son-in-law **Eric**.

On impulse, I bought a small 1950's era Sun Dwell Tach Tester. This is the model I had used in the mid-1950s as a junior mechanic at a Lincoln Mercury dealership where I spent summers adjusting valves and doing other work no real mechanic wanted to do. The tester needs some repair. If any member knows of an old timer who could check it out, please let me know. Sun Electronics' corporate successor no longer services such antiques.

FLAT HEAD ENGINE RECALL

Affects 1932-53 Fords, Mercurys, Lincolns
By Steve Dawkins

All owners of flat head, valve in block, V8 engines who experience hard starting when the engines are hot should recall their cars. The owners should check the starting circuit for proper grounds.

The Job To Do

To confirm that all connections are clean and tight, the owner should clean the battery posts, remove and clean to bare metal the battery ground strap to firewall connection, the solenoid to starter motor cable, and then turn to the major problem - the starter motor ground to the fly wheel bell housing.

Make it Easier

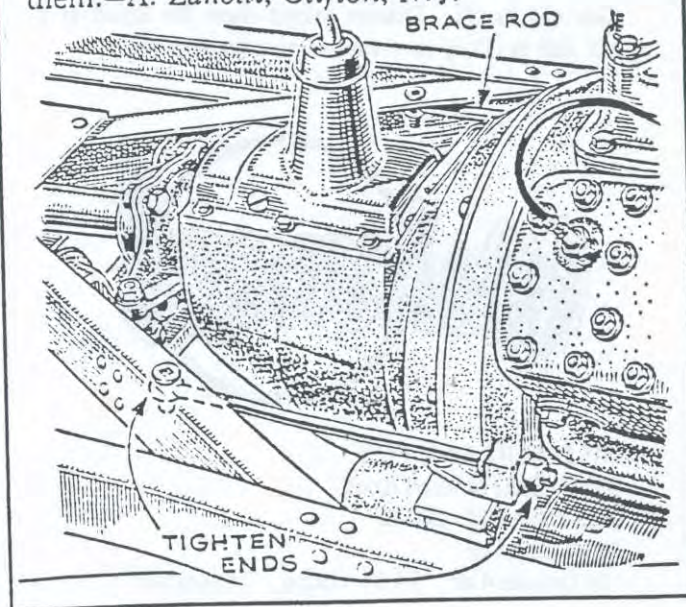
To make the job easy, you can position a hydraulic jack under the starter motor to hold its weight. Or you can take the motor out and clean it on the bench. Of course, you start your recall work by disconnecting the negative battery cable. Then, using a 1/2" socket on a 3/8" drive ratchet, remove the solenoid to starter motor cable, and screw the nut and washers back on so you do not lose them. You will need a 1/2" deep socket to loosen the starter motor hanger from the oil pan. Take a pencil and a piece of cardboard under the car and sketch which way the hanger fits and which hole you use. This saves time trying to figure it out later.

Make it Shine

Then, using a 7/16" deep socket turn out the long bolts that hold the starter to the bell housing. Use a six point socket to avoid damage. Pull the starter motor about 4" back from the bell housing and polish the touching metal surfaces with 220 sand paper/emory cloth until both surfaces are bright, shiny metal. You must polish the entire touching surfaces

where the starter motor touches the bell housing, including the ridges and hollows on the starter motor end. Then spray on a degreaser and wipe the surfaces with a clean paper towel. Push the starter motor back in and tighten it up. The job takes less than 45 minutes. Your flat head V8 should now start regardless of the engine temperature. You have completed a successful recall of your own flat head engine.

Keep Support Rods Tight. On prewar Ford V-8s, the two support rods that help anchor the engine at the rear have sometimes led to false diagnosis of clutch trouble. If the rods loosen up, the result is similar to clutch chatter. The remedy is simple: either tighten the rods or replace them.—A. Zanelli, Clifton, N. J.



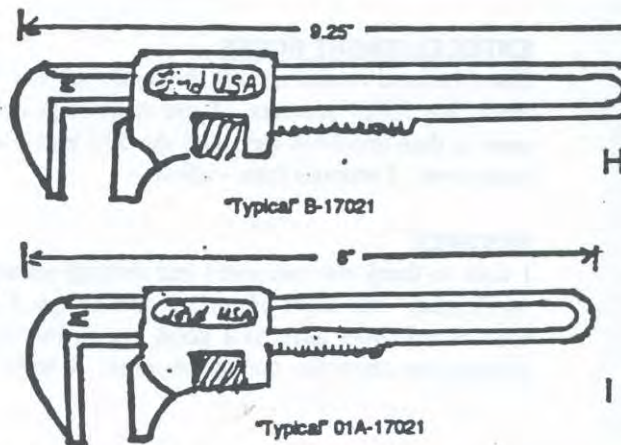
TOOL TIME

THANKS TO LIN STACEY OF THE NORTHERN ILLINOIS REGIONAL GROUP #8

The 17021 Adjustable Wrench

B-17021 is a renumbered A wrench, 9-1/4 inch long with a 3/8" tang at the end for loosening the differential plug. Several manufacturers made these. Script is found either on the movable jaw (Manzel mfg) or on the top (Moore), or not at all. Again, some claim that the script was left out entirely until June of 1934. See figure H.

01A-17021 was introduced in April, 1940. It is shorter, about 8 inches, and has no tang on the end. Manzel (M) is typical. In 1947, the 01A-17021 gained suffixes. A1 was designated to have a malleable iron jaw, A2 was to have both parts forged, and A3 was to have its jaw stamped steel. All variations were black semi-gloss.



THIS MONTHS PROGRAM

Bill Selley will show slides of the Hershey AACA Fall meet. Bring some of the unusual/rare parts to show that you bought and be prepared to relate tales of your Hershey adventure. Refreshments provided by **Mike Bellefaire** See you there. Remember: no meeting next month - Xmas party.

TOUR TO FDR MUSEUM

Five member cars proceeded across Whites Ferry into Maryland to visit Delmas Wood's FDR museum. He operates out of his house. Delmas is a motivational speaker who impersonates FDR and has a '36 Ford phaeton similar to his hero. The visitors viewed numerous artifacts and memorabilia of FDR's along with a recreation of his kitchen in Warm Springs. Delmas entertained the group with stories and little know history of our popular President. The **Hank & Bea Amster, Hank and Cindy Dubois, Ken and Helen Burns, Tom Shaw and Don Lombard** drove their old Fords. Delmas joined them for lunch at a NY deli in Olney to complete an enjoyable tour.



BILL & JO ANN FOX

23020 Old Hundred Road
Dickerson Md. 20842
301-972-8319

'34 Deluxe 4 dr , '34 5w coupe , '34 roadster

JOHN GIRMAN

10407 Hunt Country Lane
Vienna, Va. 22182 242-1459
'46 2dr sedan

ENTERTAINMENT BOOKS

Don Lombard remind us that the books are in. They make fine Xmas presents. I use it through out the year to dine and have recouped the \$35 many, many times over. I endorse them - editor

HERSHEY

I want to thank the response I had seeking reflections on Hershey. For those of you that did not go, I think their contributors gave us a good impression on the greatest car show/flea market on earth! I have been

every year except one since 1964 and look forward to next year as the high point in the old car hobby. Seen or told were seen include, but not all, **S.L.Ross***, **Art Spero, Tom Lumpkin, Gary Cooper, Mike Bellefaire, Clift Hardin, Jeanette Moore*, Bill Selley, Hank Amster, Bill Simons, Hank Dubois, Bill Fox, Eric Sumner, Dave Westrate, Bill & Louise Vincent, Dee & Jason Javaras*, Alan & Joan Whelihan, Ken Burns, Dave Blum*, Bill Tindall, Bryan Boardman, Steve & Jane Dawkins, Jerry Hill, Butch Myrick***. Those with a * showed their cars on the field Saturday.

FOR SALE

Champion 5 rib H-10 spark plugs (not H-10c) \$3 each. Clift Hardin 540-775-9524

1953 Lincoln 4 door sedan, 45K miles, needs paint \$3,000 Dave Blum 281-1654

Correct NOS covered rear spring for '41 Ford Deluxe \$100 Cliff Green 426-2662

NOS '32-'64 Ford & Mercury parts and accessories
Jerry Hill 804-438-5450

'49 Packard Sedan, nice paint, original upholstery, good tour car, \$9,500 '63 Olds Cutlass Convert, restored, very nice \$10,000, '72 Chevy Malibu hardtop, original one-owner car, very nice, \$15,000 Prudie Rosamond 703-777-2589

WANT radiator for '39 pickup Gil Williams 703-560-8829

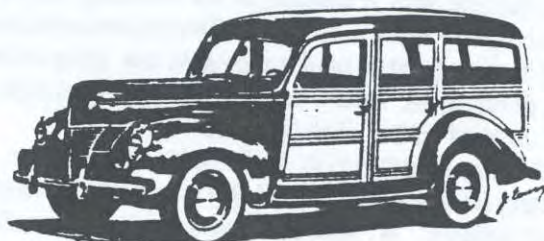
CALENDAR OF EVENTS

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*



Report of the Nominating Committee

Bill Simons, Don Lombard, Ken Burns

The nominees for your club's Board of Directors for 1998 are as follows:

Please vote for 10

- Dave Westrate
- Mike Bellefaire
- Hank Amster
- Tom Shaw
- Brian Boardman

- Bill Selley
- Cliff Green
- Dave Blum
- Hank Dubois
- Bill Simons

Don Lombard – Historian

Please return your completed ballot to:

**Bill Simons
4526 N. 41st Street
Arlington, VA 22207**

No later than November 21, 1997.

Bill Simons
4526 N. 41st Street
Arlington, VA 22207

HEAR YE! HEAR YE!

THE NOTHERN VIRGINIA REGIONAL GROUP

Early Ford V-8 Club of America
Cordially invites you to a

GALA HOLIDAY
EXTRAVAGANZA

Saturday, December 6, Cocktails beginning at 7:00 pm
Dinner promptly at 8:00 pm

Country Club of Fairfax, 5110 Ox Road, Fairfax
\$25 per person - attendance limited to the first 50
reservations

FOR YOUR CHRISTMAS DINING PLEASURE

Sliced Tenderloin of Beef topped with Brandied Shitake
Mushrooms demi-glace

or

The Chef's Special Chicken Scallopini

Dessert: either Chocolate Cream Pie or Sherbet.

RSVP by December 1 to Sandra Green 426-2662

Each person desiring a gift is asked to bring a wrapped auto related
present for our traditional NVRG Gift Exchange.

The Ford Body Styles

While it may seem elementary to most Ford enthusiasts, there continues to be a dispute among many people as to exactly what this or that Ford Body Style really is. Fuel is added to this confusion when a search of history reveals that Ford did not necessarily name his cars in accordance with contemporary SAE (Society of Automotive Engineers) recommendations. Here is a list of Body Styles:

ROADSTER - This body will have a single seat for driver and passenger, with a folding top and no roll-up windows. An optional rumble seat may or may not be fitted, and the windshield may or may not fold flat onto the cowl pane.

PHAETON/TOURING - This body will have a forward seat for driver and passenger, plus a similar seat in the same body opening for rear passengers. It looks somewhat like a sedan with the top removed. A folding top is used and there will be no roll-up door windows. In the Model T years, this body style was referred to as "Touring", but starting in the Model A era, the name changed to "Phaeton (in accordance with SAE terms.)"

CABRIOLET/ CONVERTIBLE - This social activities, tours, swap meets, Body Style has a folding top, but it is distinguished from the Roadster by a fixed windshield framing

and roll-up door windows. In the Model A and early V-8 years, it is called a "Cabriolet." In the later V-8 years it is called a "Convertible".

CONVERTIBLE SEDAN - Ford introduced a special Paeton-type Sedan in 1935, called the Convertible Sedan. The style lasted through 1939 (Ford) and 1940 (Mercury) and is distinguished from the Phaeton by having the convertible type windshield framing and roll-up windows.

FIVE-WINDOW COUPE - These coupes are generally referred to as Murray Coupes, as they were constructed by the Murray Body Works. They are

distinguished by a single door window and no quarter window. This body style started in 1932 and continues through 1936. In 1932, the Three Window Coupe door opens in the front, while the Five Window coupe door opens in the rear.

SPORT COUPE - This is a coupe with a soft top that does not come down. It gives the sporty appearance of a Convertible with the comfort of a true Coupe.

"TUDOR & FORDOR" SEDAN - Peculiar to Ford is the spelling of the Two and Four Door Sedans.

VICTORIA - The popular "Vicky" is something be-

tween a Coupe and a Sedan. The body appears to be abbreviated just behind the rear seat, often with a kind of "bustle" in comparison to the Sedan, which has the "Long Top" that carries back to the down panel behind the rear wheels.

Taken from the Tulsa Group Jan '89

Once You Get Started Out Doing Nothing, It's Hard To Quit!

Michigan Tech to restore Ford sawmill

HOUGHTON--When history books discuss Henry Ford, the term lumber does not jump off the page. In his own way, though, Ford was on the cutting edge of the timber industry.

Thanks to a \$100,000 grant from the Ford Motor Company Fund, Michigan Technological University will restore one of Henry Ford's pet projects in the Upper Peninsula: the sawmill at Alberta.

The gift will allow the University to modify the sawmill to accommodate visitors, modify the buildings and grounds to resemble the original conditions and develop historical displays at the site.

The sawmill, no longer used, sits about 10 miles south of Keweenaw Bay in western Upper Michigan. It was a key part of the development of Alberta, a town Ford carved out of the woods as a model lumbering and agricultural community.

Starting in 1935, Ford created a community of 12 houses, two school houses, accessory buildings, and a steam-powered sawmill. In keeping with the self-sustaining model, Al-

berta employed selective logging, cutting only mature and diseased trees.

Throughout the first half of the 20th Century, Ford Motor Company was one of the largest landowners in the U.P. Henry Ford sought to control the raw materials his company consumed. At the time, one of the chief materials was wood, primarily for the popular "woodie" station wagons.

As the company's demand for wood decreased, it began to scale back its U.P. operations, including the sawmill at Alberta. In 1954, the Ford Motor Company Fund donated Alberta, its mill, and 2,100 acres to Michigan Tech. The university operated the sawmill for a time as part of the newly-named Ford Forestry Center in Alberta.

The Ford Forestry Center continues to host a portion of MTU's program in forestry and wood science, and serves as a conference center.

The university expects to open the restored sawmill during the summer of 1998.



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