



VALVE CLATTER

Northern Virginia Regional Group



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

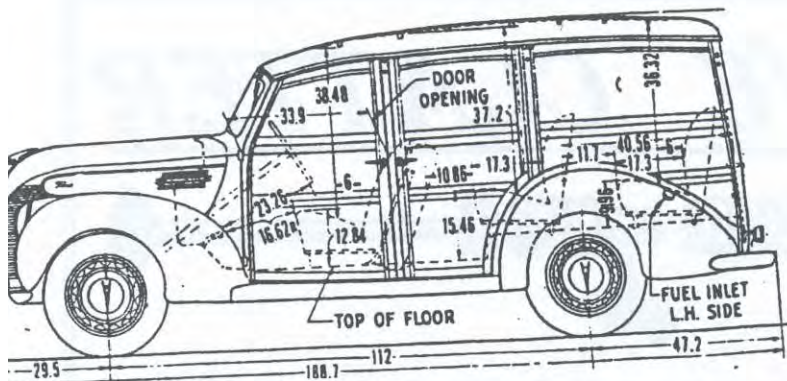
Volume XXI, No. 8

AUGUST 1998

Cliff Green, Editor

PICNIC PEOPLE Photos by Jim McDaniel





Up front
with
The President

AUGUST 1998

Well, its time once again to have a word with you on where we have been and where we are going. First, if you missed the picnic at Nottoway Park you missed a fine time. We all thank **Bea** and **Hank Amster** for all of their hard work to pull this event together. It always takes an effort for these events, and we appreciate it. **Bill Selley** and Mike **Bellafaire** volunteered to work the grills. Please thank all of them if you get a chance.

The Fairfax Car Show committee met on 7/21/98 to assess the event this past spring. All seemed pleased with the outcome, especially as this was our first attempt at something like this. The best news is that we cleared over \$1,700.00 for the club treasury which boosts our holdings by over 50%. Both NFRG and the Fairfax Business Coalition donated \$100 each for the MADD and SADD organizations.

We decided next year to shorten the hours of the show, and work toward a greater public turnout among other things. Thank you **Tom Shaw** for organizing this event. Who wants to volunteer to be the leader for next year's show? Someone needs to accept the challenge, as our first meeting will be in October!

Plans are shaping up for the Lebkicker Tour this fall. Don Lombard is busy at work on this one as well, and he is looking at a fun time in and around Berkley Springs, West Virginia.

We must elect a club member for this year who most exemplifies the qualities of our late friend, Dick Lebkicker. The person must be one who characteristically demonstrates: the love of cars, drives the cars, supporting the club, and helping fellow members. More details are on the ballot sheet, and you may vote for up to three members. Please vote, and return your ballot to **Ken Burns** within 10 days.

Fall is just around the corner and with football and Hershey, PA coming up, it doesn't get any better than that! Enjoy your summertime, and remember if we each do a little together - we can accomplish a lot!!

Dave

HOMECOMING ADVENTURES

Jason Javaras

Well, like every good yarn, this one has some good parts and some bad (or less good) parts. We had been planning the trip to Dearborn for the Grand National show all year. Actually our whole year was planned around this event, since it is the 50th anniversary of the 1948 model year and we just happened to have one of those. We even decided to use this trip as an excuse to replace our trusty '85 pickup with a newer and bigger truck. Anyway, it turned out that my family was having their family reunion the weekend before the Grand National show, so we made a detour through West Virginia on the way to Dearborn. Dee, our son Dan, and myself left W.Va. for Michigan on Monday morning, going West on I-64 to Charleston, and then North on I-77 through Ohio. The further North we went, the more signs of flooding we saw. At the rest stops, several folks asked us if we knew if the roads were open in Ohio. Now it had rained the night before, but we certainly weren't prepared for what we encountered in Ohio.

All interstate traffic was halted going north. The town of Marietta Ohio looked like a war zone. Virtually every tree in town was shattered, and the streets were filled with cars flattened by falling limbs. The National Guard was everywhere, trying to restore some order to the chaos. We made detour after detour through tiny communities and narrow, debris-littered country roads for some four hours before coming out on I-70. We had to turn back a dozen times because the roads ended up under water. Tractor-trailers were trying to back up into muddy farmer's fields. Every filling station was filled with lost travelers, looking for information. Every store was sold out of Ohio State maps. Local residents were in a state of shock everywhere we went, many having lost all their possessions, stacked in muddy piles in their yards. Even the fire departments were under water. Apparently this area had encountered a huge amount of rainfall very quickly, and areas that rarely flooded were now under water. Cars were strewn about like a tornado had touched down, and whole businesses were under mud. To make it worse, it was threatening to rain again. When we finally popped out of the end of the tube we met some 15 miles of eastbound traffic on I-70 that were being turned back west. I-70 was closed at Cambridge and no other route was available. Like us, all Northbound traffic had to make a huge

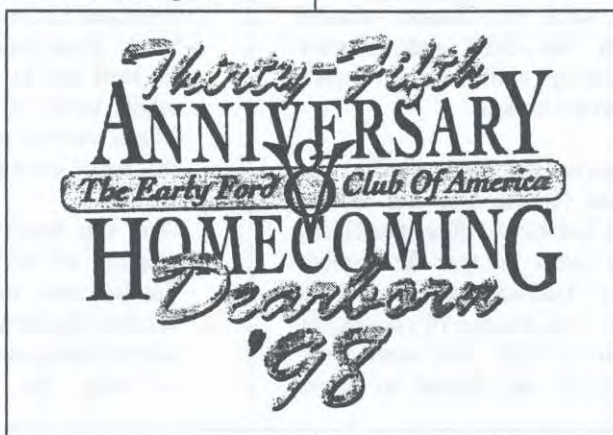
detour to Columbus and then try to work their way north or northeast from there. We never found out what caused the interstate closings, but I suspect it might have been damage to bridge pilings. What a mess.

We arrived in Dearborn after a 13-hour trip in beautiful sunshine that thankfully stayed around for the entire week of the show. Highlights of the show were tours to both Fairlane, Henry and Clara Ford's home, and to Edsel Ford's home at Grosse Pointe. We also toured the Henry Ford Museum. Not only can you see Henry's original quadricycle, but also you can see the chair in which Lincoln was assassinated. The Show itself was very well organized and a credit to those that worked so hard to make it a success. One unexpected bonus was the fireworks display put on by Greenfield Village, across from the Host hotel. Not just once, but on three consecutive nights did we see the rockets red glare.

One of the real highlights of the Dearborn trip was the CarRail Museum. This museum holds the private collection of a Mr. Kugn (hope that's spelled right) who owned the Lionel Trains Company. He had been a train aficionado all his life and

when he had the opportunity to buy the whole factory he did just that. The museum is housed in a rather plain building in an area that most tourists would bypass, so when you step into this spotless, sprawling edifice to one man's pastime, it comes as a pleasant surprise. Oh, by the way, Mr. Kugn and his wife also love classic cars and any corner not filled with trains holds a gorgeous automobile. Not just any cars, either. He has a fabulous collection of Concours de Elegance class automobiles, each with huge oil paintings depicting these beautiful cars. He has at least a dozen rare woodies, including two Sportsman models (Ford and Mercury). There is also a large group of seldom seen roadsters and touring cars such as Chrysler Imperial, La Salle, Packard and Cadillac to name a few as well as several one-off prototypes and of course a liberal number of old Fords. All are in top condition and all driveable. There is a huge train display with at least 50 trains going at once. What binds this all together is memorabilia of every sort on every square inch of wallspace. Anything that can move is moving and everything that can light up is lit, kind of like an adult's fantasia. This guy has collected complete sets of every car, truck, plane or train that was ever produced, and has each collection seperately displayed and under one

Continued page 4



roof. And now you understand the name of the museum - Car-Rail. Reminds you of that old saying - "The one who winds up with the most toys..."

I signed up to be on Bill Selley's judging team for commercial vehicles, and ended up being deputy judge for light commercial vehicles. I ended up with 15 trucks to judge, while Master Judge Selley got one whole heavy truck to judge - what's wrong with this picture? It really was fun, though. I was disappointed that the 50th anniversary of the F1 truck went entirely unnoticed at the show. I think the National Club blew an opportunity here to celebrate an event that the Ford dealers have been playing up all year. There was not even one '48 pickup at the show. The real downer was a fire truck from Canada that I ended up judging that should never have been in Concourse. The owner was convinced that his truck was perfect in every way and did not want to discuss chassis imperfections. Even the chief judges were unsuccessful in reasoning with him. There's always a bad apple in every basket.

The evening of Concourse Day, we hopped in our '48 to drive to Fairlane for the tour and dinner. Now Fairlane is just a few blocks from the Hyatt, but do you think we could go that far without incident? Not a chance. Halfway there the old '48 locked up in 2nd gear. No amount of coaxing or rocking could get it out of 2nd. We went on to dinner in 2nd, but when we started to leave,

someone had parked in front of us and when several guys tried to help push it backwards, it refused to move. Wes Foor offered a set of coveralls and tools, and I disconnected the gearshift linkage enough to break it free so we could push it back and we luckily got it back to the trailer, with only 2nd gear still. You see, I had put the '48 in the V-8 Times for sale, and I think the old girl was ticked off, quite frankly. Anyway, it'll be out of commission until I can pull the transmission.

At the banquet they gave away some nifty souvenirs - sets of Ford script silverware and crystal stemware with etched logos for the Homecoming. Even the banquet wasn't without incident though. One table next to us was filled with a group that were all in period costumes and having a ball, that is until----An over eager waiter came by with four layers of serving platters and managed to drop half of them on one poor ladies head. Food went everywhere. The lady really got hit hard and her husband was fit to be tied. That whole table, of course, had their evening ruined. There were so many people at the banquet though that many were probably unaware of the accident.

The trip home was thankfully uneventful. We stopped off in Pa., to avoid the 4th traffic on Sunday and were serenaded one last time to another big fireworks display close to our motel. It seems fitting somehow to end up such a week with a bang (or two). Happy V-8ing.

MORE ANIVERSARY HOMECOMING NEWS

EDITOR

I drove to Dearborn in modern iron with **Hank Amster** in **Bill Selley's** T-Bird, which did not fare as well as Simon's '34! I had driven my '40 woodie there ten years ago, and once is enough. We arrived on Wednesday afternoon just in time to register and take a run through the great flea market both indoors and out. Nothing like seeing only Ford parts, expensive, but lots to chose from. I did bite the bullet and buy a rare 1936 "Dealers Presentation Album".

We did run into the following members: **Wayne Handy, Jason & Dee Javaras, Jeannette & Barry Hall, Bill & Joanne Fox, Butch Myrick, John Ryan, Hank Dubois, Bill Simons, Leo Cummings, John & Yvonne French.**

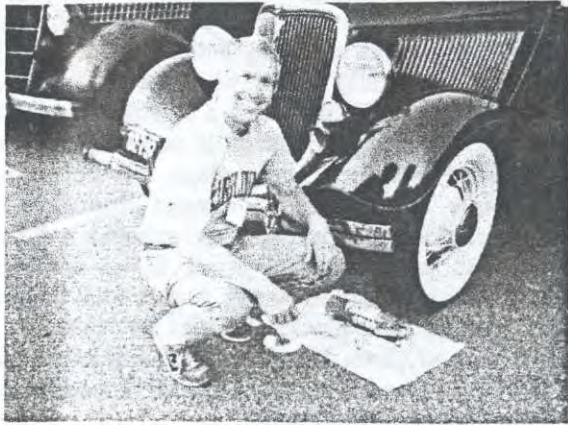
There were over 400 cars on the field for concours day under beautiful skys. For the first time at a Grand national meet, Dearborn served up perfect weather - plus the concours cars were displayed on grass.

Bill Selley was the Deputy Judge for heavy commercial (at least his 10th time as a deputy) and Jason Javaras deputy for light commercial (his first). I judged '40 chassis and learned something. I highly recommend judging at a National meet for just that reason. **Butch Myrick** was awarded a Dearborn for his '46 sedan Delivery, **Jeannette Moore-Hall** a Dearborn Medallion for her '50 tudor and **Jason Javaras** a Medallion for his '48 coupe - CONGRATULATIONS. **Bill Simons** placed in Rouge class - my hero!

Talk to anyone who has attended a National Meet and they will always remark how friendly everyone is. These friendships continue to grow the more meets you attend - it is part of the V8 experience. Don't miss the one coming up next year in Reading!

THE WELD HELD

Bill Simons



Hank Dubois and I had been looking forward to this day for weeks if not months. We began talking about driving to the Grand National in my 34 Tudor before Christmas, and at that time there were several other club members who were also considering driving their early V-8's to the show. Then came February and my cracked block (see April Valve Clatter article) put the entire trip on hold.

Jensen Machine then performed their "Miracle Weld" and although it had not been really tested, Hank and I put the trip back on the calendar. During the spring, I drove the Tudor on several club tours and the car ran beautifully but each trip was under 100 miles so the reliability of the welded block was still in question. Some of you may remember my numerous problems running an original type coil on the 1996 Lebhicker tour to Monticello but I solved that problem like so many other V-8'ers have by using a modern coil with an adapter kit.

As our departure date of June 30 approached, the inevitable pressures of the "real world" took its toll on the other club members who had hoped to drive their V-8s with us, and in the end it was just Hank, me and the Tudor.

At last the day arrived and as dawn broke on June 30th, Hank, Cindy, Liz and I were loading food, drinks, clothes, maps, etc...into the back seat. Several nights before I had already loaded just about every spare part I could think of trying to anticipate all possible contingencies. Lest there be no confusion, Liz and Cindy decided not to make the trip with us early on. Liz said something about "nightmare" in the same sentence with "1934 shock absorbers". I am not sure what she meant. Cindy said she had some important business at home to attend to; the upstairs hall needed vacuuming and the kitchen floor need a good coat of wax.

Undaunted however, we waived goodbye and set out to tackle the dreaded beltway at 6:15 AM. As we motored through Western Maryland a light drizzle was falling which was beneficial in keeping temperature comfortable. By 8:00 AM we were in Breezewood, stretching our legs, changing drivers, and re-fueling. The sun was peeking out as we

entered the Pa Turnpike but it was not to last. Soon a steady rain was falling and continued all the way to Pittsburgh. We stayed in the right hand lane and kept our speed up to 50-55 MPH even in the Pennsylvania mountains, but the spray from passing trucks was giving my windshield wiper a real workout. Fortunately the wiper motor had just been rebuilt and it worked beautifully. As we came around Pittsburgh towards the Ohio state line, out came the sun again; so much that we had to break out the sun glasses.

At this point, everything was going great, the car was running perfectly, the rain was behind us, the sun was out and we were making great time. Hank asked if the radio still worked and I said it did last time I tried it. I turned the knob and after about 45 seconds of warm up time we were tuned into an AM oldies station listening to Buddy Holly and the crickets. We both agreed, this is about as good as it gets.

We hit the Ohio line a little after noon and pulled over at a rest stop for a picnic lunch. Cindy had prepared a gourmet lunch for us and with sodas, chips, carrots sticks, cookies, etc. We pigged out.

Back on the road we could see it getting quite dark up ahead but we were not prepared for the weather we were to endure for the next three hours. Soon we were in the middle of a monsoon rainstorm. Holding our speed at 50 in the right hand lane, and with 18 wheelers or bigger (some tractors pulling 2 and 3 trailers), flying by on the left, we decided it was best to keep going rather than pulling off on the shoulder. A fogged windshield and no defroster (Henry hadn't made that an option yet in 34) and the wiper working overtime made the visibility very poor and twice we pulled into rest stops in hopes that the storm would subside. Somewhere in Ohio in the driving rain we came up behind a model 1932 Model B pulling a Mullins trailer. We pulled into the next rest stop as did they and learned that the 32-B was owned by Sam Hendricks and was driven by his daughter. We introduced ourselves and learned that their engine had quit back during the driving rain on an overpass; not exactly a Kodak moment. They were luckily able to coast to the side of the road where the Model A man helped get the engine restarted (loose distributor wire was apparently the culprit.) and get them to the rest stop so they could regroup. When we left, the "B" seemed to be running fine and the rain and wind were beginning to let up a little. We did hear stories from other motorists of severe hail but fortunately we didn't encounter any. We originally planned to spend the night somewhere in Ohio but in spite of the weather, we were making good time and with no mechanical problems decided to push our luck. We reached Toledo around 4:00PM having driven through several rain squalls but by 6:30 PM we were pulling into the Dearborn Hyatt parking lot in full sunshine. Needless to say, the outside of the car was a real mess, and I must admit the inside took in a tiny bit of water. Apparently there were a couple places (only

Continued page 6

a couple!) where the three coats of top dressing were not enough to keep out the driving rain. But most importantly we had made it and the old 34 Tudor had performed beautifully, never missing a beat. 523 miles down and 523 to go!!!

Being the eternal optimist I was sure we would have no trouble getting a room at the Hyatt. Boy was I wrong--sold out ! They did refer us to a nearby Holiday Inn, a short cab ride away, where we ate dinner and crashed for the night.

For the next three days, we had great fun critiquing all the cars, especially the 34's and 35's, participating in the concourse judging, scouring the flea market, and visiting a huge warehouse complex housing a wonderful collection of antique cars and model Lionel trains.

On Friday afternoon about 4:00 PM, after returning from a great luncheon tour of Edsel Fords estate in Gross Pointe, we loaded our bags into the back seat and headed for home. Our plan was to get about 4 hours of driving time behind us before pulling in for the night somewhere in Ohio. We hoped the 8-9 hours remaining could be driven with ease on Saturday July 4th.

The first order of business was to fill the tank so we pulled into a generic brand station just on the outskirts of Dearborn before getting on the interstate. A short time after our fill-up the engine began to sputter a little bit, not wholesale misfiring, but just enough to loose power and cause us some concern. It was difficult to maintain our 50 MPH cruising speed, especially up some of those long low grade inclines on the Ohio Turnpike. The power loss was steady but then at times it would totally disappear and the engine would run perfectly; then the problem would reappear. We decided to pull off the road and try to analyze the problem. We removed the spark plugs and saw that they were pretty dirty. They were the original C-7 plugs that performed flawlessly on the way out but perhaps their condition had deteriorated to such a point where they were firing inconsistently. I had a used set of modern champions and we made the change. A short test run down a county road convinced us that we had solved the problem. After a short time back on the turnpike the same problem returned but we decided to keep moving as it was near sunset. The engine performance did not get any worse and with some management of the choke, giving the engine more gas, we could maintain 45 on the straightaways and 35-40 on the hills.

We pulled off at dark near Akron and checked in to a Holiday Inn for the night. Hank and I both went to sleep reviewing in our minds the possible causes of the power loss.

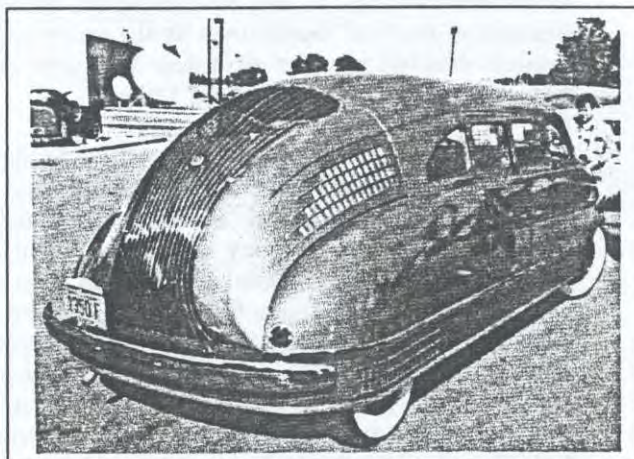
First thing in the morning I went out to start the car hoping that overnight it might have miraculously healed itself, Fords have been known to do that sometimes, but not this time. There was still a loss of power with a cold engine so we eliminated the coil as the problem. Several of the plugs were badly fouled so we started telephoning various auto parts

stores looking for: 1)- a store open on July 4th 2)- One that had a set of UD-16 plugs. Not an easy task, and oh yes, it had to be reasonably close by. We didn't have the time or inclination to be chasing all over Akron in a 34 Tudor, that was running less than perfectly looking for a parts store. Luck was with us and we found one that met all the criteria. It was raining lightly when we got to the store where we purchased the plugs, a fuel filter and a wire brush for future plug cleaning if necessary. We were disappointed when the new plugs did not improve performance, so we decided to change distributors. This was not particularly effective either, although it did seem to run with somewhat more power. It was now almost noon and we were still in Akron. At that point we agreed to get back on the highway and head for home. We had seen enough of Akron. Now there was some improvement in that we could maintain our 50-55 MPH speed but only with the choke pulled out some.

Then, as we crossed into Pennsylvania, the power problem mysteriously disappeared and for about 50 or 60 miles we were operating with full power. It continued with this on again, off again, pattern all the rest of the way home.

We pulled into my driveway about 8:00PM on July 4th much to the delight of our waiting spouses and to the relief of Hank and me. We had made the trip of 1050 miles without a major mishaps or debilitating mechanical breakdown. Thankfully no rollbacks, no rental cars, and no long distance distress phone calls were needed. It was a great trip, lots of fun and a real "on the road" adventure and I'm glad Hank and I did it. Would I do it again? That might be pushing my luck!

Postscript: The culprit, as yet unproven, may have been water in the gas. If true, the likely cause was the fill-up on the outskirts of Dearborn.

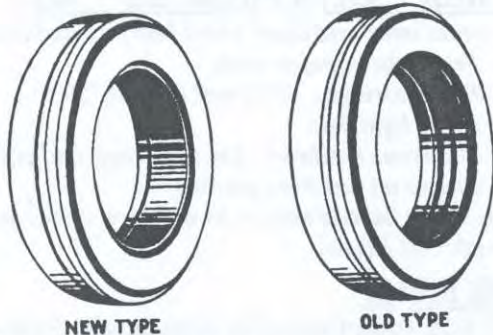


1936 Stout Scarab rear engine V8, electric door locks, picnic table – once owned by Wrigley (gum) – photo by Bruce Goodrich, "Puget Sounds". This was perhaps the most unusual car at the National. Read all about it in the "V8 TIMES" Vol. 24, No. 3

TECH TIP FROM EDITORS GARAGE

Let's examine part number 7580 Bearing (Clutch Release). This same part, modified in late 1934, applies to all Ford products from 1928 to 1953, one of the few that span the Model A and Flathead years. Can you name others? Check page 8 for answers.

When we step down on the clutch the linkage twists a shaft (7510) in the bell housing and two prongs (7515) push down on the "clutch release bearing" to actuate the pressure plate and hence release the clutch from the flywheel allowing the transmission to disengage. The November 1934 Service Bulletin announced the greaseless type clutch release bearing. Prior to this the bearing was lubricated via a grease cup and hose. The Bulletin states "Lubrication of the bearing at the time of manufacture is sufficient to last for the life of the car."



I have experience with this part since just I replaced it on **Dave Blum's** '47 Mercury. The bearing was first occasionally noisy, than began screaming when the clutch was depressed. When it start to make noise, you better make as few shifts as possible and get the car to a place where repairs can be made. Once the bearing overheats and freezes up, each clutch depression grinds off material on the pressure plate fingers! It would not take long to grind them off --if you can stand the awful noise -- you can not help to identify what is wrong.

Now, what would case this bearing to fail? It is packed with lube, sealed, so to speak, and this requires no servicing because it is inaccessible. It usually lasted until the clutch itself was replaced, around 50K, and then a new one would be installed as part of the package. Any misalignment with the clutch fingers would cause undo pressure on the throwout bearing causing it to overheat -- it would eventually melt out the lube and freeze. This is what happened with the Mercury. I discovered this when attaching the new pressure plate to the flywheel. The six 5/16" x 18 cap screws (bolts) and lock washers are drawn up evenly around the circumference and then torque to 45-60 lbs. Two bolts on one side would not draw the plate completely flush allowing one of the fingers to be uneven. When the flywheel boltholes were being tapped to clean up the threads -- the tap broke!!! Now, the

flywheel had to be removed to take out the tap -- this required the pan to be dropped! (As a side note, the oil pan to starter bracket was missing!) With the pan down against the radius rods, there is just enough room to pull the flywheel out.

Apparently, someone had overtorqued the pressure plate bolts and stripped the first 1/2" of threads. This did not permit the pressure plate to lie flat, thus causing misalignment with the throwout bearing. After "Green Enterprises" removed the broken tap, I drilled out the holes and retapped for Helicoils.

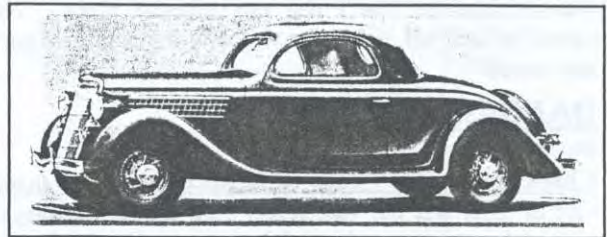
I squeezed a bead of blue *Permatex* gasket maker on the top of the remaining oil pan gasket and bolted it home. The blue that squeezed out scrapes off when set, leaving no evidence and it does not leak. It would have been to difficult to prepare the gasket surfaces with the pan dropped.

HANK AND CINDY DUBOIS HAVE

TWINS

The Dubois's, already proud owners of a 1935 three window coupe (48-720) have obtained a second example, only different color. Hank said " This car was to good of a deal to pass up!"

The newest addition is an early car with a factory installed rumble seat (only one in eleven had this option), cordoba grey in color with mostly original paint including the pin stripe. The coupe has 64K on the speedo with no rust in the body or cracks in the fenders. Only the front lower portion of the rear fenders needs some work. The interior has a new LeBarron Bonney treatment. The engine and chassis is stock except the heads and water pumps are '36. The only accessory is a dealer installed Bendix vacuum assist brake unit (non-stock).



Hank relates that the car was stored in Penn for 22 years before he bought it from a man in Manassas. He had seen the car three years ago when it was for sale. The deal included around \$2,000 of spare parts: Drake steering wheel, wiring, rubber, and misc. mechanics. Along with the cache of parts that he already owns, Hank should now have two of everything!
(Continued next page)

TWINS (cont)

His plans are to leave the new addition as a "Plane Jane" with black walls and treat the chassis and engine as a "Rouge" example. The twin will be the accessorised machine with banjo, trunk rack, grey hound, clock, etc. Now, all Hank has to do is teach Cindy how to double clutch and the pair can motivate together.

Note: We have other sets of twins in the club: **Ken and Helen Burns** own two 1941 Stations Wagons (11A-79A & 79B) and **Dave and Barbara Westrate** own two 1939 Station Wagons (99A-79A & 79B)!

NETWORKING

Editor

Two examples on how members help members, big time, came to my attention this month. New member **Steve Pieper** secured a '40 pickup in California with an incorrect engine. I was knowable of a recently rebuilt, low mileage '40 engine and transmission advertised in a Tennessee RG newsletter with whom I exchange with. I put Steve on to this and he communicated and purchased not only the engine/trans at an attractive price but also the radiator, front end and four mounted script WW tires!

Our newest member, **Bill Wilkensen** saw my name and club affiliation in "Old Cars" and called inquiring about a '35 3w coupe. I sent him a packet of club information and suggested that he call **Morrison, Dubois** and **S.L. Ross** for '35 info. Hank Dubois knew the name of the man selling a '35 tudor at Sully and Bill subsequently purchased it.

Perhaps the most bazaar parts help came about when I was at **Pres. Westrate** reviewing his restoration progress. Dave had the frame about stripped of components and was preparing to weld cracked areas. I noticed that the frame X member box had been modified extensively to hold the wishbone ball. Since Dave wants his '39 Woodie to be a "Dearborn" vehicle, I advised him that this has to be corrected and that the good news was that I just happened to have a '39 frame box! Since my '40 also need replacement, I had purchased one from a friend with an extensive '40 parts collection. The one he mailed me did not match and I researched and discovered that this was a '39 box which carried over into early '40's. Dave was incredulous that I had this unusual piece. Next month he will tell us how he was able to install this part - stay tuned!

DANGER - DANGER

Butch Myrick

Check your battery caps to be sure they are vented!!

One of mine was not vented and blew the tar packing out and acid went everywhere! I had to repaint the firewall, the motor, the inner fender, starter, battery box, and part of the fume. I also replaced the battery cables (cloth bound). It was a Hell of a mess! Stick the caps under running water before trying to blow through them, but make sure they are clear.

The battery Company did replace the battery, but at first they said they would replace only the caps - NO WAY!!

Editors note: Butch repaired his '46 sedan delivery and received his first Dearborn Award at the Grand National.

IOLA SWAP MEET

Bob Wild

The little town of Iola in Central Wisconsin is not only the home of "Old Cars Weekly" but of a great annual car show and swap meet. In mid-July some 4000-5000 vendors and more than 1000 show cars gather for a three-day event. Some Model A Club friends and I have been making the annual trek to Iola for more than ten years. Typically we fly into Central Wisconsin Airport, rent a car, and stay at Stevens Point, about 20 miles west of Iola. Iola does not have motels. What Iola does have is the Crystal Café and "Pies to Die for". The Friday night Fish Frys at most area restaurants feature Walleye Pike, a real treat.

The Iola swap meet vendors offer interesting and excellent parts. The biggest problem is what to do with bulk/heavy part when you are flying. The huge field of show cars is a treat in itself though most cars show are post-war. The car corral offer mostly post-wars at prices similar to the East Coast.

OTHER PARTS FROM '28 - '48

- Front inner and outer wheel bearings and cones.*
- Front wheel grease seals*
- Pilot bearings - 1928 well into the '50's*
- Dome light bulb*
- Numerous hardware, like snap rings and bolts.*
- Engine oil pan front packing*

There has to be tons more - let me know. How about through '53? *Editor*

FOR SALE

1953 Ford Tudor Customline parts car with Fordomatic.

Mostly complete have title. \$600 OBO.

1941 Ford Pickup for parts - have title.

Also: various 1935-36, 1940 & 1951 parts.

William A. Vincent 540-752-0162

Craftsman 3 horsepower air compressor, good condition, \$110 **Ken Burns** 978-5939

"THE V8 ALBUM" produced by the EFV8CA - no longer in print. Hard bound, 350 pages. \$25 80 back issues of "V8 TIMES" \$.75 each. Proceeds go to club treasury. Cliff Green 426-2662

AUGUST MEETING FEATURES 1936

"FACTOGRAPH" *Editor*

I have come in position of a exceedingly rare piece of Ford memorabilia as featured in Vol. 30, NO. 5, "V8 TIMES" page 42. This 1936 "Factograph" was a selling aide that a Ford salesman could use to convince a customer that a 1936 Ford was the best buy for him. 45 pages, 24 X 36, mounted on a wooden tripod stand were flipped to demonstrate the features of the '36. Produced in highlights of orange and brown with cylinder heads and manifolds in silver, there are detailed artwork that I guarantee you have never seen before! I am anxious to show and talk about this amazing piece.

Refreshments by **Mike Bellafaire**

CALENDAR

August

- 8 Fredericksburg AACA Show
- 11 *NVRG Monthly Meeting* 1936 "Factograph"
- 15 23rd Annual Tobacco Trail Antique & Classic Car Show, Allen Pond Park, Bowie, Md.
- 16 Francis Scott Key Car Show, Rose Hill manor, Frederick, Md.
- 22-23 Virginia Wine Festival
- 23 Smolenyak Antique Auto show, Smolenyak Estate, Great Falls. Food is FREE, admission is FREE
- 25 *NVRG Monthly Meeting*

September

- 8 *NVRG Monthly Meeting* Running boards

- 13 Mt Airy - 29th annual Sugarloaf Region AACA meet

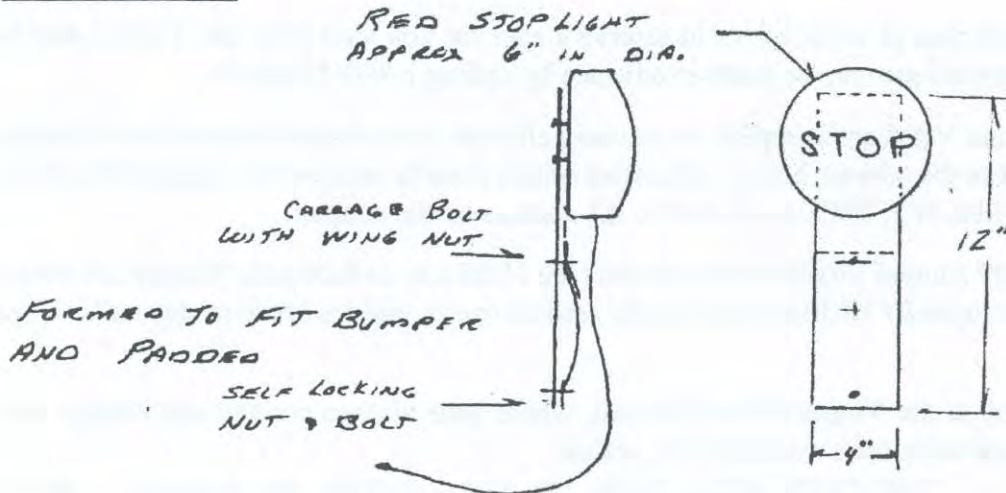
12-13 Annual Lebkicker Tour

- 13 Out of the Past Review - Vern Parker's "Times"
- 20 7th Annual Cobweb Classic, Luray, Va
- 20 Bull Run Region AACA, Manassas, Va
- 20 Piedmont Region AACA, Charlottesville, Va.
Dick McIninch 804-361-2568
- 27 Strasburg Rotary Club, Belle Grove Plantation, Middletown, Va
- 29 *NVRG Directors Meeting*

October

- 1-4 Fall Carisle
- 7-10 Hershey
- 13 *NVRG Monthly Meeting*
- 17 Rockville
- 27 *NVRG Directors Meeting*

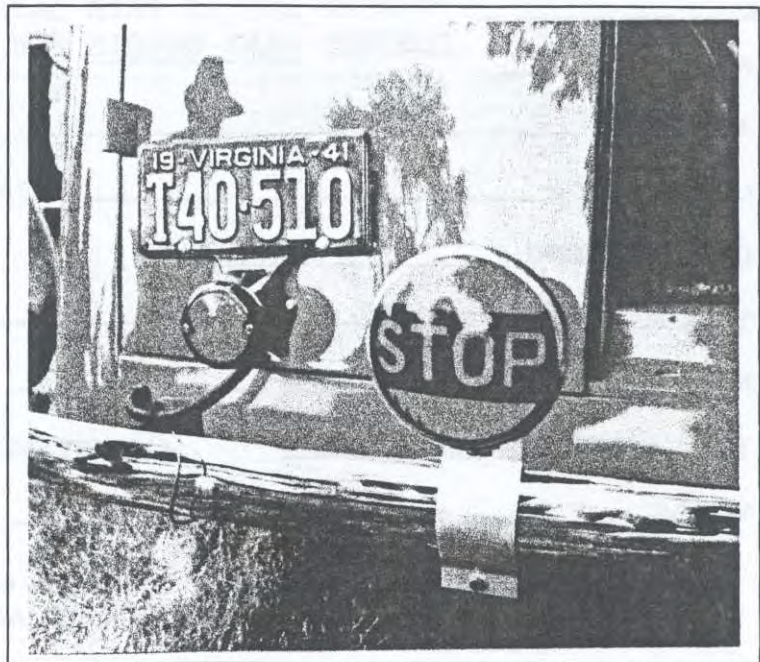
SELLEY SAYS



Because my truck has only one small tail light, for safety I fabricated an extra tail light that can be installed and removed quickly for travel.

Connect wire to stop light wiring under vehicle. The bracket is fabricated out of 1/16" aluminum and padded with foam to protect the bumper.

Wm. B. Selley



August 22 & 23, 1998

Great Meadows, • The Plains, VA

23rd Annual Virginia Wine Festival
1998

**VINTAGE CAR OWNERS ARE INVITED TO ATTEND
THE VIRGINIA WINE FESTIVAL
AT A SUPER DISCOUNTED PRICE!!!**

Bring your vintage car and a guest to Great Meadow, The Plains, Virginia on Saturday, August 22 or Sunday, August 23 for a day of wine sampling, entertainment, food, and fun, ALL FOR ONLY \$5.00 PER PERSON! This offer is limited to 2 people per car and tickets are good for one day only. (Regular admission price is \$18.00 at the gate.)

The vintage car display at last year's Virginia Wine Festival was such a big hit, we have decided once again to host a select fleet of vintage and classic cars at this year's festival.

Please call ahead of time in order for us to reserve a spot for you with your car. Tickets may be purchased and reservations may be made in advance by calling 1-800-520-9670.

MASTERCARD and VISA are accepted, or you may clip out and complete the coupon below and return with a check to the address below. All mailed orders must be received by August 19th. Make checks payable to SHOWS, INC., and return to the address on the coupon.

The hours of the 23rd Annual Virginia Wine Festival are 11:00 a.m. to 6:00 p.m. Vintage car owners should be on the grounds *by* 10:30 a.m. before the festival opens, and are asked to stay until at least 3:00 p.m.

We hope to see you at the Virginia Wine Festival, where your vintage car and our vintage wine afford you the opportunity for a wonderful excursion.

THE CLUB WILL TOUR TO THIS EVENT ON SUNDAY. MEET IN THE
PARKING LOT AT FAIR OAKS MALL BY THE HOLIDAY INN AT 9:45.
CONTACT HANK DUBOIS FOR FURTHER DETAILS 476-6919

NAME: _____

ADDRESS: _____

CITY, STATE, ZIP: _____ PHONE: _____

DATE ATTENDING _____

YEAR, MAKE, MODEL OF CAR _____

NAME OF CAR CLUB (IF APPLICABLE) _____

TOTAL # OF TICKETS _____ AMOUNT ENCLOSED \$ _____

VISA/MC _____ EXP _____

THE ANNUAL DICK LEBKICKER AWARD

PURPOSE; The selection and subsequent presentation of this annual award to a fellow club member who most exemplified the qualities exhibited and practiced by our friend and highly respected club member in whose memory this award is named.

OBJECTIVE: Be it known that club members of the Northern Virginia Regional Group of the Early Ford V-8 Club of America will, through the process of nominations/voting, select the person most deserving of the award. The award will be presented to a highly active club member based on the qualities, presence, demeanor, and contributions to the betterment of this regional group as were demonstrated by the attributes of **Mr. Dick Lebkicker**. This person will be someone who has repeatedly, if not characteristically, demonstrated one or more of the following characteristics:

- Love of the cars.
- Drive the cars.
- Support the club:
 - Assume office--take responsibility.
 - Attend meetings, encourage others.
 - Recruit new members.
 - Participate in tours and activities.
 - Help plan meetings, programs, and activities.
- Help fellow members:
 - Mechanical--fix cars and advise others.
 - Help others as needed, when needed, where needed.
 - Offer assistance to resolve car related problems and identify vendors of parts/services.
 - Set aside own projects and priorities for the betterment of the club and its members.

Vote for up to three members. Thank you!

1. _____
2. _____
3. _____

*FOLD IN THRODS -
ADDRESS ON BACK*

THE NORTHERN VIRGINIA LEADERSHIP AWARD

PURPOSE: The selection and subsequent presentation of this annual award to a fellow club member who best exemplified the qualities exhibited and practiced by our friends and highly respected club member in whose memory this award is named.

ELIGIBILITY: As is known, our club members of the Northern Virginia Regional Group of the Betty Ford V-A Club of America will, through the process of non-partisan voting, select the person most deserving of the award. The award will be presented to a highly active club member based on the qualities, presence, dedication, and contributions to the betterment of this regional group as demonstrated by the activities of Mr. Dick Johnson. This person will be someone who has repeatedly, if not consistently, demonstrated one or more of the following characteristics:

- Live the club.
- Give the club.
- Support the club.
- Assist others in their activities.
- Attend meetings, encourage others.
- Assist our members.
- Participate in club and activities.
- Help plan meetings, programs, and activities.
- Help fellow members.
- Help others in need, when needed, loans needed.
- Offer assistance for a variety of related projects and identify values of participation.
- Set aside our projects and activities for the betterment of the club and its members.

Thank you for up to these weeks. STAMP

Mr. Ken Burns
10409 Stallworth Court
Fairfax, VA 22032

Found in folders -
Korick on Bank



NVRG & Shenandoah AACA Present the
4th ANNUAL LEBKICKER MEMORIAL TOUR
 to
SHEPHERDSTOWN, WV,
SHARPSBURG, MD (ANTIETAM) BATTLEFIELD,
 lodging in
HARPER'S FERRY, WV
 Sunday tour to view collections of antique autos, model trains, dolls, and glassware in
MARTINSBURG, WV

Saturday, Sept 12

- 8:00 Depart *Holiday Inn, FairOaks*
- 8:45-9:30 Breakfast at *Johnson's Steak House*, Rt. 7 Leesburg. Meet Shenandoah AACA, receive tour packets & instructions.
- 11:00 Historic *Shepherdstown, WV*. Browse, shop, lunch on own. Park in college lot.
- 1:30-4:30 Depart for *Sharpsburg, MD, Antietam Battlefield*. Special events commemorate this 136th anniversary of this, *the bloodiest single day of the war*. Visitor center film and museum, self guided driving tour, demonstrations.
- 5:00 Motel check in: *Cliffside Inn and Conference Center, Harper's Ferry, parking for our cars, \$60. + tax, king or two doubles. MAKE OWN RESERVATIONS (1-800-782-9437) BY AUG 29. MENTION "ANTIQUÉ AUTO CLUB".*
- 7:00 Full course American Buffet in private room on premises. Presentation of the Dick Lebkicker Award **\$17. p/p. WE NEED A FIRM COUNT OF A MINIMUM OF 40 PEOPLE FOR THIS SPECIAL ARRANGEMENT, OTHERWISE WE MUST ORDER FROM MENU.**

Sunday, Sept 13

- a.m. Enjoy a leisurely morning brunch or explore *Harper's Ferry* on your own.
- 11:30 Depart *Cliffside Inn* for the short ride to the private collections of Paul and Gladys Cogle just south of *Martinsburg* Enjoy their hospitality and extensive variety of antique autos, model trains, dolls, and glassware.

Following our visit to the Cogles, lunch on our own at one of the many close by choices, visit the outlet malls, or start the pleasant drive back home via Rt. 9.

**** Reservations for the Award Dinner are a MUST. ****
Contact: Don Lombard (703) 690-7971 by August 29.



BOARD OF DIRECTORS NORTHERN VIRGINIA REGIONAL GROUP

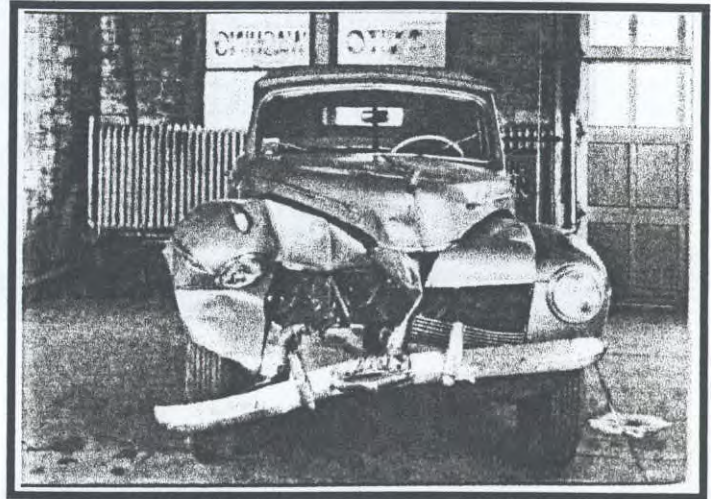


President: **Dave Westrate**.....620-9597

Vice President:	David Blum	281-1654
Secretary:	Tom Shaw	771-9374
Treasurer:	Hank Amster	753-9575
Membership:	Mike Bellafaire	540-659-9730
Tours:	Hank Dubois	476-6919

Programs:	Bill Simons	536-3648
Property:	Bill Selley	273-5334
Historian:	Don Lombard	690-7971
Refreshments:	Mike Bellafaire	540-659-9730
Newsletter:	Cliff Green	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