



VALVE CLATTER

Northern Virginia Regional Group



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

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Cliff Green, Editor

THE FORD V8 60



Mr. Henry Ford and Edsel B. Ford inspect 60-horsepower engine during demonstration at Ford Airport.

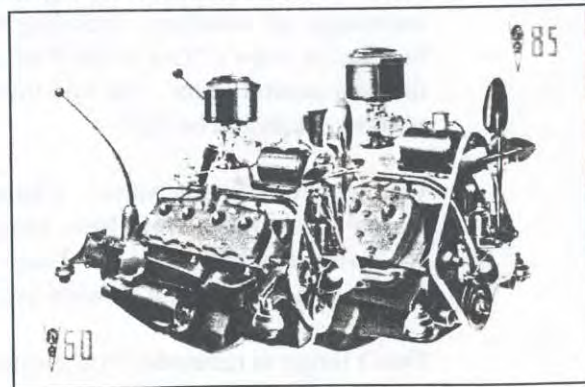
The big news for the 1937 Ford automobiles, introduced in November 1936, was the introduction of the 60 horsepower V8. Available in only the standard model, the "60" is approximately two-thirds the size of the larger unit. Its bore is 2.6 inches, stroke 3.2 inches and the piston displacement 136 inches, against 221 cubic inches for the larger engine. *Ford news* quoted "the cars top speed is about seventy miles an hour, comfortable cruising speed fifty-five to sixty miles an hour. The new engine was developed primarily to give the American motoring public maximum fuel economy. Its introduction marks an important deviation from the continuous trend during recent years towards higher horsepower and extreme performance."

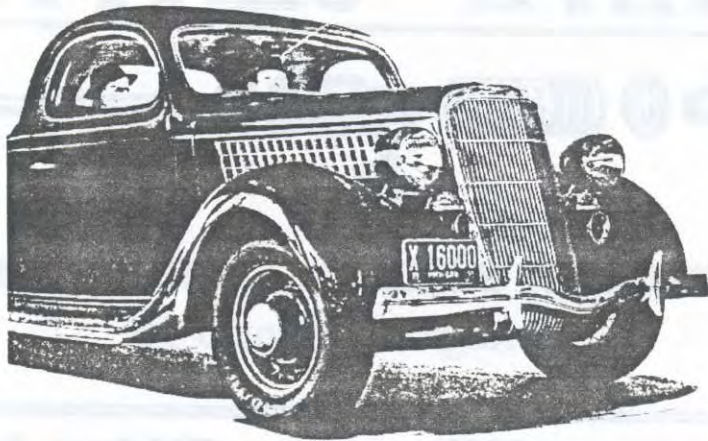
The 136 cu engine develops 60 hp at 4200 rpm and 94 ft. lbs. of torque at 2500 rpm. The compression ratio at 6.6 to 1 is higher than the 85 and thus the compression pressure is higher also. The 60 used the 14-mm Champion H10 for the first time. The rear axle ration for the Model 74, as the 60 hp cars are called, is higher at 4.44 with and

optional 4.55, to provide low speed performance. No wonder the car maxed out at 70 mph! The transmission is unique to the smaller engine also, with higher ratios in all gears. The clutch is 8.5" vs. 9" for the 85-hp cars. The radiator is of the same capacity, but has smaller frontal area.

The "60" is seldom seen today – at a National V8 meet, there might be one or two out of 300. The engine was used in dirt track racing and popular with boaters. **Tom Lumpkin** drove his fathers 60hp during WWII and remembers the 26mpg car as one of the few obtaining such economy.

EDITOR





UP FRONT With the President



February, 2001

February 2001

Well, the days are finally starting to get a little longer teasing us with the promise of spring and a new touring and show season. The date for our 4th annual car show in Fairfax City has been set for May 12 so please put it on your calendars and plan to be there. **Dave Westrate** and **John Girman** are co-chairing this event and they've been busy working with the Fairfax City folks to make this year's show bigger and better than ever! As we get closer to show day, they'll be asking for volunteers to help with the many details involved in making this a successful event. Please be ready to answer the call!

As usual, the January Board of Directors meeting was a long one! The Board made good progress in mapping out the Club's activities for the upcoming year and it looks like it's going to be a really busy one! I want to thank the Board members for all their work. Our Club is very fortunate in having this group of devoted and energetic Club members to direct it.

Vern Parker of the Washington Times will be speaking at our February membership meeting and I encourage all members, including the ladies, to attend. Many of our members and their cars have been featured in Vern's "Out of the Past" column and he and his wife have been guests at our Christmas parties for the past several years. I'm told that he is a most entertaining speaker and that he has an "open mike" for the evening. It should be fun!

Our woody is finally home! **Charlie Morrison**, using his son **Mark's** truck and trailer, helped me get the woody safely home from New Jersey on January 25th. I'm truly indebted to these two men and to **Dorothy** for giving up Charlie for the 2-day trip. The woody looks better and better each time I look at it and **Cindy** likes it too! I'm looking forward to showing it off at the Garage Tour on the 17th. Hope you can make it!

Don't forget to remember that special someone on Valentine's Day!

Hank

FORD ANTI-FREEZE

Starting in 1936 Ford produced it's own antifreeze (M-1186) and continued to until up until the war.



After WWII, the part number changed to 8A-19544, where the number 8 signifies that 1948 was the introduction date. I have no information if Ford actually manufactured the product, but probably specified the formula. There is no mention of this product prior to 1936, in fact the September, 1935 *Ford Service Bulletin*, warns about harmful anti-freeze solutions: "Be sure of the anti-freeze that you sell and recommend to your customers". Perhaps because of corrosive effects on aluminum cylinder heads from "other" solutions, Ford decided to step into the market. The photo of the containers came from a 1936 *Ford Parts and Accessories Merchandising Bulletin* where the text implies "to remind every customer from now on that cold weather will soon arrive and then sell him the qualities of the new Ford product"

Posters, banners, and wall charts to flash the news of the new Ford product were given to the dealer. These are highly collectible - I have never seen them for sale. The containers are brightly colored, yellow, blue and red. The gallon can sells for upwards to \$150 today!

The Ford antifreeze claimed: "two-way protection- against *rust and corrosion* - against freezing, at a temperature 5 degrees lower than ordinary high grade alcohol. It evaporates more slowly than premium alcohol that sells at the same price. It has no objectionable odor. Sometimes passengers feel "car sick" from



the odor of alcohol. Make the most of this and the many other points".

Ford advertised it's antifreeze extensively, as this product provided the dealer with a high profit item. At the cost of \$1 a gallon, right up until the war, it was expensive relative to the cost of gasoline. It is not known if Ford made the contents,



however, a very small c.c.co label on the side of the can suggests that it did not.

Anti-freeze cans produced after the war are not as attractive as the pre-war versions.

CHEVROLET—FORD—PLYMOUTH

CU's auto consultant tells you how to make a choice among postwar models of the famous "All Three"

In 1941, the last full year in which new model cars were sold, almost every second buyer—actually, 23 out of 51—took one of the "all three" cars—Ford, Chevrolet or Plymouth. Every fourth new car buyer drove home in a Chevrolet. These three makes are the true mass-production cars, and the most important group for any prospective car buyer to know about, whatever price he intends to pay.

There is no evidence to prove that a car priced higher than the Ford, Chevrolet or Plymouth will deliver more miles per dollar in the long run. It is true that operating costs—particularly gas expense—will be less for the Willys, Studebaker Champion or Nash 600, but this fact is chiefly important to very high-mileage drivers. There are more people in more places who can repair the "all three" cars—especially the Chevrolet—than any others. The three makes suffer the smallest percentage of depreciation when resold, and they have climbed so far out of the "tin lizzie" class in size, comfort and price that they can no longer be called "small cars" or "cheap cars." If anything, they have become too large and, incidentally, too expensive.

The three cars—there are really four, since Ford offers a Six as well as the V-8—are quite different from each other. Unless a buyer understands what the differences mean in terms of car performance, he cannot choose wisely among them, or get the car which best fits his needs.

CHEVROLET

The 1946 Chevrolet is the prewar model, with almost no mechanical changes. Since 1938, in fact, when the engine was enlarged to its present

size, only comparatively minor changes have been made in the Chevrolet, except for the cross lever type of knee action adopted in 1939.

From a statistical point of view, the Chevrolet is not very impressive, as the table shows. Why, then, is the Chevrolet rated a "Best Buy" in this class, as it has frequently been in the past? Chiefly because, in the opinion of CU's consultant, the Chevrolet is on the whole more certain to deliver satisfactory service at low maintenance costs and reasonably low operating costs to a wider range of drivers throughout its lifetime than any other car in the "all three" group, if not, in fact, in any group.

The Chevrolet has, for example, an engine better protected by its lubrication system from cold-starting wear or high oil consumption due to wear than any other car in the group. These are the most serious kinds of wear encountered in normal driving. Furthermore, the Chevrolet develops its maximum pulling power in high gear at about 24 miles per hour—a very usable characteristic for average service. The car is relatively accessible for most repairs; it rides well, and has brakes that are easy to adjust.

FORD

The Ford 6 and V-8 are alike except for their engines and their rear axle ratios. Ford continues, for 1946, to experiment with springing, in an endeavor to equal the riding qualities of competing cars while retaining the familiar cross springs and radius-rod supported front axle. The latest Ford has more and thinner spring leaves, front and rear. While the Ford front suspension may require less maintenance expense than "knee action" sus-

pensions (and certainly so if lubrication of the latter is neglected), it does not offer as much riding comfort as the Chevrolet and the Plymouth, particularly on the back seat. Ford clutch and hydraulic brakes are very good. The body, unchanged from 1942, has the biggest windshield and window area in the group. Seating space is good, both in front and rear.

The 8-cylinder engine in the 1946 model is the 100 HP V-8 used heretofore in the Mercury, and with modifications in the larger Ford trucks. An "extra charge" of \$25 is made for this engine, although no other size engine is offered in the V-8. The big engine is used with a very low rear axle ratio—3.54 to 1—which brings the gas mixture per mile (see table) down to a competitive figure in the "all three" group. The engineering disadvantages of this arrangement are serious, besides the fact that a large engine is harder to warm up, requires more antifreeze, etc. The 1946 Ford attains its maximum high gear pulling power at 45 mph and its maximum horsepower at 86 mph, obviously relatively useless performance characteristics for most drivers. The V-8 is primarily a high-speed, open-road car, and a very poor choice for doing the family shopping or driving a few miles to work. It is also, incidentally, a poor choice for winding mountainous roads at high altitudes.

Quite a few changes have appeared in the 1946 V-8 engine. The most important of these provides for an increased supply of oil to the cylinder walls and other engine parts in order to reduce engine wear and consequent high oil consumption. To help control the added volume of oil, Ford pistons, now of aluminum, have four

Statistical Comparison of the Cars

	Over-all Length (in.)	Taxable H.P.	Shipping Weight (lb.)	Tire Capacity (lb.)	Gear Ratio (to 1)	Power Ranking (in group)	Compression Ratio (to 1)	Piston Displacement (cu. in.)	Approx. Engine Revs. per Mile	Gas Mixture Per Mile (cu. ft.)	Brake Loading (lb. per sq. in.)
CHEVROLET	197.75	29.40	3125	385	4.11	1	6.50	216.5	3066	192	26
FORD 6	196	26.10	3179	331	3.78	2	6.70	226	2820	184	24.8
PLYMOUTH	196.75	25.35	3060	450	3.90	3	6.80	217.8	2910	183	25.7
FORD V-8	196	32.51	3200	360	3.54	4	6.40	239.4	2640	183	26

Selecting One of the "All Three" Cars

For short distance driving, especially in Winter; for urban-suburban use anytime, or where exceptionally good lugging power is desired: *Chevrolet*.

For average use—errands, shopping, occasional long trips or sales trips at normal speeds (below 60 mph) where a minimum of car abuse is expected: *Chevrolet*, *Plymouth* or *Ford 6*, in the order named.

Where maximum power over the whole range of speeds or other *Ford* features mentioned above outweigh deficient riding qualities; where bad road conditions would be hard on knee action suspensions because of the presence of corrosive salts, dust or heavy mud: *Ford 6*.

For open-road, long-distance or high-speed driving (above 60 mph): *Ford V-8*.

rings instead of three as in previous models. And oil filters and an oil bath air cleaner are also included. While these changes have undoubtedly been tested in military equipment, it remains to be seen what effect they will have on ordinary passenger cars. Driving conditions and the various types of wear which result from use by private owners are not duplicated in military or commercial service.

The *Ford 6*, introduced in 1941 and now a war veteran, offers buyers the good points of the *Ford* chassis and body in combination with much more usable engine characteristics than those of the *V-8*. Employing a 3.78 axle ratio, the *Ford 6* develops its maximum high gear pulling power at 30 mph and its peak horsepower at 70. The engine is smooth, rugged, easier to maintain and more accessible than the *V-8*, as well as more

economical of fuel at moderate car speeds.

PLYMOUTH

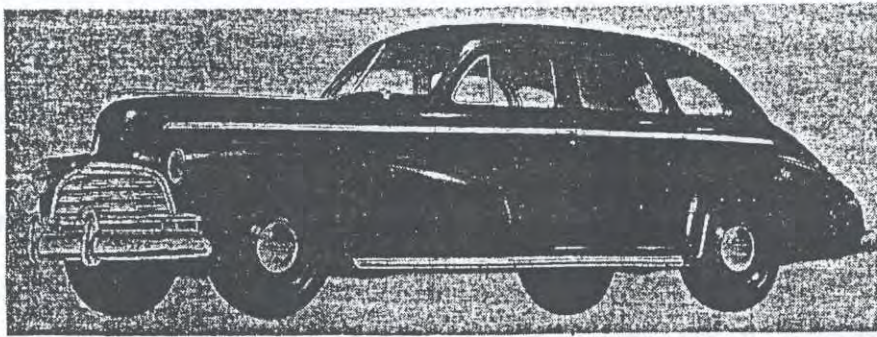
The chief 1946 changes in the *Plymouth* include a really improved braking system, push-button instead of foot-pedal starting, a return to aluminum pistons, and—in common with all Chrysler lines—a better location of the coil and generator regulator. The 1942 *Plymouth*, however, was practically a new car. It had a larger engine that ran more slowly than previous models, a new frame and a new body, between the *Ford* and the *Chevrolet* bodies in glass area.

The maximum pulling power of the 1946 *Plymouth* is available around 30 mph in high gear. The car will almost certainly give the best gas mileage of the group at normal-service speeds, and contains the fewest questionable design features.

BUYING A CAR

Ordinarily, no car should be purchased without a demonstration that is satisfactory to all driver members of the family. "Putting the car through its paces," however, is not as important as driving over familiar roads at the driving speeds you habitually use. Before you make this test, which should be duplicated with each car you try, list the features that you expect to obtain or avoid.

There is another element in car selection that cannot be covered by statistics. If you roll your car 50,000 miles, for example, you will spend approximately 2000 working hours behind the wheel, often under arduous conditions. How good is the driver's vision? How handy are the controls? How comfortable is the seat, and how easy to adjust, etc.? Even the *feeling* of roominess and comfort is important. The performance of the engine is important, but your own performance will depend on how the car fits you.



THE 1946 CHEVROLET, rated by CU's consultant as the all-round "Best Buy" among the automotive "Big Three."

Selecting a New Car

1. Is 1946 a good year to buy a car? Yes, if you need one and are willing to sacrifice the utmost in operating economy. It is expected that in 1947 there will be more cars matching *Studebaker Champion*, *Nash 600* or *Willys* in economy. Otherwise, 1946 cars, if they suit you, will be good buys because most of them are really well-seasoned 1942 models, modified only in minor details.

2. Is the experience of friends with their cars a good guide for me? Not particularly. Unless your friends treat their cars just about as you do, drive about the same mileage yearly in trips about the same length you make, their results will be different from yours. A few opinions do not make a very accurate "sampling." But their experiences—particularly any bad experiences—will be instructive in a general way, and you should find out what luck they had.

3. Why can't I simply rely on CU's ratings, and pick out a "Best Buy"? You can. But CU ratings, unless comments indicate otherwise, are made with the "average" car owner in mind. (Briefly, he is a motorist who drives not over 10,000 miles yearly, mostly in trips of under 30 miles, and expects to keep his car four or five years, at least.) CU will always try to give enough information about each car so that, if you don't fit the average category, you can modify our quality ratings in the light of your own special requirements. But besides quality, there are other factors to be considered. You should make your decision on a combination of CU's ratings and your own personal requirements.

4. Does paying a higher price insure my getting a better car? If by a better car you mean one that will give you more miles per dollar expended, the answer is *No*. However, details of equipment and finish are apt to be of better quality as you pay more. The higher-priced car will generally be more comfortable, but be harder to park and more expensive to repair. Depreciation will be higher

JANUARY MEETING NOTES

by Tom Shaw

January's general meeting program lived up to its billing and then some, as was advertised in January's newsletter by Cliff Green. As in all his other programs, Cliff gave a very well prepared and intriguing presentation on pre-WWII cars through a slide and sound program. What was equally interesting was Cliff's discussion about how he came to purchase the original 35mm film strips and 78 records at last year's Hershey. One filmstrip and record were actually in an unopened box. He also bought a vintage filmstrip projector and screen which fit in a compact carrying case. We particularly enjoyed his narration on how he bargained the vendor down to rock bottom price for all those goodies.



At the January meeting, Hank Amster presented a plaque to Dave Westrate to thank him for his service as President.

The first filmstrip and recording was on the 1942 Ford. The slide show was prepared for the use of the various Ford dealers across the country, highlighting all the new and enhanced features of the '42 Ford. It listed things for marketing purposes such items as the roomy interior, upholstery options, better braking capability, and lighter clutch pressure to better suit the woman driver. Mechanical highlights included feature such as the six-cylinder and V8 engines, both having 95 horsepower.

The second film discussed how to repair the brakes on the 1938 Lincoln Zephyr. The program led the audience through a rather lengthy list of inspections to ensure that the brakes worked properly. It also reviewed the various mechanical and electrical checks that were necessary though the use of a very sophisticated diagnostic instrument, the Ford Laboratory set. This part of the program was very interesting but beyond the capabilities of the everyday shade tree mechanic. It was very enlightening, however, to see and hear how thorough and complete the mechanics of that era were to make sure their customers' cars were properly maintained.

FORDS IN NORTH DAKOTA

by Bob Wild

It was the fall of 1938 in North Dakota. I know that because I remember the local Ford dealer in Langdon coming by with a new 1939 Standard two door Ford and trying to sell it to my Father. These were dirt road days and would remain so for another decade. With the harvest finished, we were working on the road using teams and scrapers to move dirt from the ditch to the road surface. The dealer did not succeed in selling the '39 to Dad even though my older brother and I prayed that would happen.

The following year, Dad bought a used 1938 deluxe Ford four door equipped with a radio and hot air heater. With the dirt roads and bitter cold, the mechanical brakes didn't last long. We learned to drive with no brakes shifting down and finally into reverse to stop the Ford. Sealed beam lights were two years into the future, so with dim lights and no brakes we were driving dangerously but the Ford was always ready to go. That is, except when it was very cold and the car had been sitting for awhile. When the battery just couldn't handle it, we would harness a team and pull the Ford around the yard until it started.

By October 1945 when I came home from the Navy, the '38 was still running but had taken an awful beating. In 1946, we drove it to St. Paul where I was going to college and sold it. Fortunately, cars were still scarce and there were eager buyers. As I recall, the buyer was from Canada so the tough old '38 went further into the frozen North.

Garage Tour Saturday, February 17, 2001

The first tour of the 2001 season will be a "work-inspection" event.

Itinerary: **We will meet at the garage of Hank Dubois at 8:30 am**, to see his newly acquired 1939 Ford Woody.

The tour group will then **depart for Annandale for a 10:00 am** inspection of the garage of the late Gilbert Williams. We will assist his family in the identification, sorting, and evaluation of a stockpile of auto parts. **The address of the Williams residence is 8232 Robe Avenue.**

We will have a late lunch nearby for those interested.

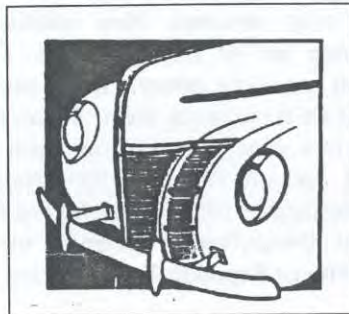
More information at the February meeting. Contact **Von Hardesty at 703-276-7579** for details.

DIFFERENCES BETWEEN THE CANADIAN AND US FORDS OF 1940

By Duncan Scotland

I came across the article in my file folder – I do not know where it came from – editor

Ford of Canada produced its own engines. These engines are mechanically identical to those produced in the USA. There are however differences. The engine block has a cast in number 81 on the right side cylinder bank just in front of the head. Like the US engine, there is a shelf or ledge at the top of the timing cover. Steel shelves were not used. The heads are aluminum! There are marked with Ford in script at the center and “Made in Canada” in block letters centered at the bottom. (*I have heads like these on my '36 – Editor*). Part numbers are C91A-6049-B and C91A-6050-B. The numbers are centered between the two spark plug holes on the left half of each head respectively. Canadian Mercury also employed aluminum heads and part numbers are C99-xx.



The transmission is painted black.

The voltage regulator is cadmium plated with the words “ARM”, FIELD” and “BAT” in raised letters across the bottom. There is also a stamping of a maple

leaf encircling the letter A on the front of the cover. I have seen this cover used on the Mercury also.

Serial numbers for the Ford begin with 1A followed by a series on numbers. The '40 Mercury numbers begin with 1D, commercial 1C. A, as in US identification = 85 hp and D = 95 hp.

There is no Patent Plate on the firewall, although the holes for one are present and filled with black putty. The Mercury is the same. I do not know of any Canadian Ford with a Patent Plate.

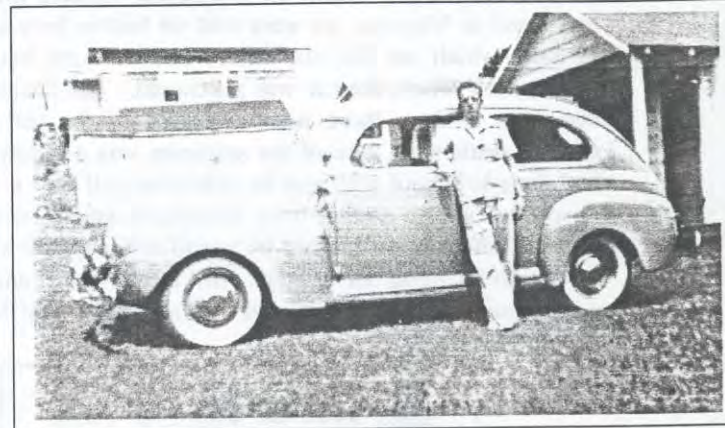
Outside door handles on the Ford are die cast and chrome plated – Mercury outside handles are stainless steel clad like the US Mercury. Inside window winder knob on deluxe models is the same style as the US counterpart, with the exception that it is of red-brown plastic like the dash knobs. The escucheon is tan plastic.

Radios are the same except that some found in Canadian cars are marked on the manufacturer's plate that they are made in Canada. Particularly Philco radios.

Ford script or “bug” on window glass I different that that on US production. The oval is both taller and wider. With finer lines. The Ford script is also different in appearance. There are the letter “SS” above the oval and the letter “M” below the oval. In side the oval above the Ford script is the word “safety” and the “glass” is below the script. The date is coded inside the oval the same as the US “bug”.

Tools are all of the same design as US production except that some of the wrenches are marked “Canada” in the forging. The Auscolift jack is marked “Auto Specialties, Winsor, Ont.” And is painted a bottle-green color. The post is cadmium plated.

MYSTERY MEMBER FOR FEBRUARY



Who is this proud young man with his new 1941 Super Deluxe? See page 8 for the answer!

LETTERS TO THE EDITOR

Cliff, I am writing you to have the club put July 29th on your calendar this year for the Blue Grass Music Festival at Wintergreen, Va. Each car will get a dash plaque and two tickets to the festival that runs all day. I think it would make a good overnight trip for the group. Let me know and I will provide more details. Still working on the 1936 Fordor Deluxe Touring Sedan. This week I hope to get the rear end apart and into town for Allen Ponton to get the Columbia overdrive set up. Hope to have the car on the road by later this year. I will keep you informed. **Dick McIninch**

Cliff, Believe I had verified earlier with the Shenandoah AACA, of which I am a member, that the Apple Blossom 2001 show will be held on third Saturday in May, same as the National AACA meet was in 2000. They discovered it worked out better for them and it did not compete with the rest of the festival, so decided to make the date change permanent, but keep the “Apple Blossom” namesake. Also, I've set up the Willowcroft Fund raiser for May 5th (rain date 6th) **Don Lombard**

MYSTERY MEMBER

Louise Vincent writes: "Shortly after we were married in June of 1941, Bill traded in a 1938 Ford for a 1941 Ford (Super Deluxe) which cost \$950. It was a beautiful, spring color – Florentine Blue – and it had a Columbia rear end. Bill was drafted into the Army in December of 1942 and stationed at South Post, Ft. Myers. I was able to join him, and we brought the '41 from New York State to Virginia. There were very few on the Post who had cars, consequently the '41 was borrowed often. Families lived on the Post and some of the wives were pregnant. When they were ready to have their babies, Bill would take them to the hospital in D.C. for delivery. Thereafter, the '41 was dubbed the "Baby Express".

Bill was discharged from the Army in February of 1946. At that time, we decided to live in Virginia and not go back to New York State. In attempting to have the '41 registered in Virginia, we were told we had to have a Bill of Sale, which we did not have. So, we went back to Albany, NY where the car was purchased. The dealership had been sold so there was no record of the car! At another dealership, one of the salesmen was a fellow Bill had gone to school with and he offered to sell Bill a 1946 Ford Six Tudor. At that time, customers waited on a list to get a new car, but he said he would sell it to Bill as the car would be going out of State. Bill took the deal and got more money for the '41 than he had originally paid for it, as cars were scarce.



The '46 was a "Lemon" from the beginning, and, of course, Bill was not happy with a six cylinder. It had serious engine troubles and Bill contacted the local Ford dealer – Edmonds Motors (we lived in Arlington at the time) and they were able to correct the problems in a satisfactory manner. A Ford Motor Company representative became involved and consequently a new 1947 Ford V8 Tudor was offered to Bill for the sum of \$100, which he gladly accepted."

NEWSFLASH

Check out the new NVRG website:

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

NVRG ITEMS FOR SALE

Most items are in limited supply. Contact David Gunnarson at 703-425-7708.

Item	Price
Red and White Baseball Hat with the NVRG logo, one size fits all.	\$7.00
Blue Golf Shirt, Outerbanks 100% cotton, large size only	\$25.00
White Golf Shirt with pocket, Outerbanks 100% cotton, XL size only	\$29.00
Blue 1987 Eastern Regional Meet Tote Bag	\$7.00
1987 Eastern Regional Meet Gear Shift Knob	\$2.00
1987 Eastern Regional Meet Pin	\$2.00

INVITATION

(If you didn't go last year, here is another chance!)

Dear Train/Antique Car Lovers/Friends,

You are invited to visit our "museum" of antique trains and old cars on Sunday, February 25, from 12-5 pm. Your significant other, kids, parents, and any other train, antique or old car lovers are most welcome. New additions to the antique train collection are on display and S, O, G, and Standard gauge trains are under power. Bring show-and-tell trains, if you like and we'll try to run them. If you have trains to be repaired, this is a good time to drop them off. The garage is full: 1929 Packard Touring; 1930 Model A Ford Cabriolet; 1964 ½ Mustang; a 1928 Model A Ford Phaeton in pieces; and a 1940 Pennsylvania "aircraft" tug; plus a wonderful 1931 La France Republic Truck. Bring a favori dish.

Directions: Take Route 66 West to Exit 55 (Fairfax County Route 7100) south to Braddock Road. Turn right toward Centreville. Turn left onto Colchester Road and go 2.2 miles. Cross Popes Head Road (Baptist Church on corner), turn left on Saddlehorn Drive (through the brick entranceways into Colchester Hunt Village). Second right is Gary Hill Drive. We are the first house on the left. See you on Train Day!

Sandy and Clem Clement Ph.(703)830-5597

FAIRFAX CAR SHOW

by John Girman

The Fairfax Car show promises to be even better this year. Dave Westrate and I met with representatives from Fairfax City and Fairfax County to begin planning the show. Current plans include a redesigned dash plaque and brochures and a reduced admission charge to attract a larger crowd. The Model T Ford assembly demonstration, which proved to be a crowd pleaser, will be featured again this year and other attractions are being pursued as well. In addition, plans include increased advertising and publicity. It'll be a great car show so mark your calendars for Saturday, May 12 and make plans to bring your car(s) and friends.

1941 2001 Northern Virginia Regional Group As of 01/31/01

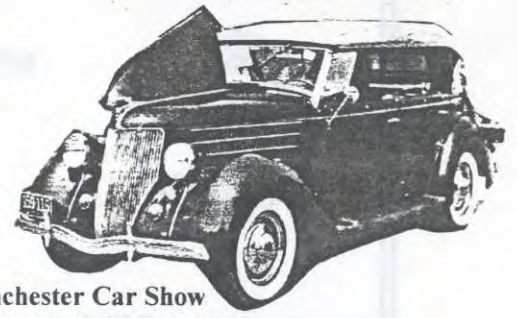
LAST NAME	F	SPOUSE	ADDRESS	CITY	ST.	ZIP	PHONE	:Mail #	CAR 1	CAR 2	1
Alexander		Allan, Beverly	8311 West Blvd. Dr	Alexandria	VA	22308	703-360-6488				
Amster		Hank, Bea	8543 Foal Court	Gainesville	VA	20155	703-753-9575	hankbea@erols.com	1941 S D/L Convert		
Arrington		Nick, Kathy	P.O. Box 738	Gainesville	VA	20156	703-754-2827		1935 Roadster	1940 Convert	
Belsley		Bob	1036 Cup Leaf Holly Ct.	Great Falls	VA	22066	703-450-4146		1950 Tudor		
Blum		Dave, Norma	9495 Coral Crest Lane	Vienna	VA	22182	703-281-1654	dnblum@erols.com	1953 Linc Capri Convrt	1938 Conv Sed	1946 Spr Dix Conv.
Boardman		Brian, Kelli	2220 W. 35th Court	Anacortes	WA	98221	703-643-2661	bboardman@msn.com	1948 Merc Coupe		
Bowers		Jack, Millie	59 Rutherford Circle	Sterling	VA	22065	703-450-5673		1941 Tudor Del		
Brown		Ken, Mary	7030 Upland Ridge Rd.	Adamstown	MD	21710	301-644-1987	Kkenmbrown@aol.com	1942 Super Dix SW		
Burns		Ken, Helen	10409 Stallworth Court	Fairfax	VA	22032	703-978-5939	kenb@hskids-tmsc.org	1941 Super Dix SW	1941 Super Dix SW	
Chase		Paul, Elisa	9016 Fox Lair Dr.	Burke	VA	22015	703-978-5669		1952 Victoria	1941 S.D. Sedan	
Clark		Bob, Betty	4763 Tapestry Drive	Fairfax	VA	22032	703-323-5217		1936 Tudor		
Cummings		Leo	7922 Hillstream Court	Springfield	VA	22153	703-866-9707		1950 Mercury Mont.		
Dubois		Hank, Cynthia	3627 West Ox Road	Fairfax	VA	22033	703-476-6919	hcdubois@juno.com	1935 3w Coupe	1935 3w Coupe	39 D/L Sta. Wagon
Farkas		Michael	7294 Opal Rd	Warrenton	VA	20186	703-347-2781		1932 5w Coupe		
Fox		Bill and Jo Ann	23020 Old Hundred Rd.	Dickerson	MD	20842	301-972-8319	foxarchitects@erols.com	1934 Del Roadster	1934 Deluxe Fordor	1934 Std 5W Cpe
French		John, Yvonne	1881 Luce Creek Dr.	Annapolis	MD	21401	410-266-6964		1935 Tudor	1934 1 Ton Panel	1949 Tudor
Frise		Barry	8905 Southwick St.	Fairfax	VA	22031	703-280-0776	barryfrise@yahoo.com	1936 Conv. Sedan		
Gall		Mike	RD 1, Box 58	Osterburg	PA	16667	814-276-3848		1936 3w Coupe	1946 2 Ton Coe	1953 Linc Conv
Gibson		Stephen	12107 Lime Plant Rd.	New Market	MD	21774	301-865-9019		1940 Del Coupe	1940 Sedan Del	
Girman		John & Patty	10407 Hunt Country Ln	Vienna	VA	22182	703-242-1459	jigplg@aol.com	1946 Tudor Dix		
Green		Cliff & Sandra	6214 Militia Court	Fairfax Sta	VA	22039	703-426-2662	dcgreen@erols.com	1940 Sta Wagon	1936 Phaeton	
Green		Russell, Tara	42767 Summerhouse Pl.	Ashburn,	VA	20148	703-723-9170	rgreen@leaelliott.com			
Gunnarson		David, Sarah	10707 Elites Court	Fairfax Station	VA	22039	703-425-7708	gunnarson@erols.com	1935 1 1/2 Ton	36 4DrConvSedan	
Handy		Wayne, Joyce	6361 Lakeway Drive	Mechanicsville	VA	23111	804-746-1376		36 Tudor	1940 Del Convert	
Hardesty		Von, Patricia	2374 N. Oakland St.	Arlington	VA	22207	703-276-7579	von.hardesty@nasm.si.edu	1941 Sedan	1941 S Dix Sta Wgn	
Hardin		Cliff, Judy	10463 Dahlgren Rd.	King George	VA	22485	540-775-9524		1940 Std Tudor	(2)1940 Stds.	1940 Merc Sed/Cpe
Hill		Jerry N. & Joyce	P.O. Box 7110, Rt. 768	Irvington	VA	22480	804-438-5450		1940 Merc Convert		
Javaras		Jason, Dolores	6401 Harrison Rd	Fredericksburg	VA	22407	540-768-5819	JEJretired@aol.com	1940 Std Coupe		
Kearney		Mike	2012 Wolftrap Oak Ct.	Vienna	VA	22182	703-821-3423	Michael_Kearney@sonix.com	1937 1/2 Ton P/U		
Lebkicker		Myrtle	19285 Loudoun Orchard	Leesburg	VA	22075	703-771-1475				
Lombard		Don, Tina	9505 Oak Stream Court	Fairfax Sta	VA	22039	703-690-7971	don_lombard@faa.gov	1953 Tudor	1947 Sedan Coupe	
Lumpkin		Tom, Beverly	13817 Mills Ave.	Silver Spring	MD	20904	301-384-7318		1936 Dix Roadster	1939 Std. Sedan	
Mascali		Ed, Debbie	2015 Pimmit Dr	Falls Church	VA	22043	703-893-6429	EMASCAL@email.usps.gov	1933 1/2 T. Pickup	1952 F-1 Pickup	
Mason		Thomas, Joyce	6517 Fairland St.	Alexandria	VA	22312	703-354-5490		1948 Mercury Coupe		
Mazzie		Bruce, Deborah	3100 Rolling Meadows Ct	Monrovia	MD	21770	302-924-0347		1934 Roadster	1941 D/L Bus Cpe	
McDaniel		Jim, Char	6904 Loudoun Lane	Springfield	VA	22152	703-569-6699	jimcdaniel@starpower.net	1951 Tudor	1951 F-1 Pickup	
McIninch		Dick	215 Stoney Creek W.	Nellyford	VA	22958	804-361-2568	olcarfn@aol.com	36 Dix Sedan		
Moore-Hall		Jeannette, Barry	103 Spring Knoll Circle	Fredericksburg	VA	22405	540-373-1229	moorehall@email.msn.com	1950 Custom Tudor		
Morrison		Charles, Dorothy	704 Plum Street Sw	Vienna	VA	22180	703-938-7194		1935 3w Coupe		
Mote		Michael, Alice	4307 Birch Pond Lane	Fairfax	VA	22033	703-222-0412		1934 5W. Coupe	1952 F1 Pick-up	
Myrick		Jerrel (Butch)	1322 Madison Ave.	Front Royal	VA	22630	540-635-7725		'46 Sedan Delivery		
Nelms		Carl	4248 Allison Cr.	Fairfax	VA	22030	703-385-8328		1948 Coupe HR		
Pieper		Steve, Wendy	3047 Promenade Place	Oak Hill	VA	20171	703-860-2801	swrcpieper@erols.com	1940 Pickup		
Potter		Buzz, Virginia	10700 Lockland Rd	Potomac	MD	20854	301-299-9099		1936 Pheaton		
Reed		Satch	1004 19th St., S.	Arlington	VA	22202	703-553-8223		1952 F-1 Pickup		

Year 2001 Northern Virginia Regional Group As of 01/31/01

LAST NAME	FIRST SPOUSE	ADDRESS	CITY	ST. ZIP	PHONE	Email #	CAR 1	CAR 2	CAR 3
Roebuck	Jim, Diane	13026 Smoketown Rd.	Woodbridge	VA 22192	703-491-3942	mjroebuck@home.com	1948 Mercury 4Dr		
Ryan	John	108 Tapawingo Rd S.E.	Vienna	VA 22180	703-281-9686		1932 Tudor		
Selley	William	12111A Elm Forest Way	Fairfax	VA 22030	703-679-9462		1941 1 Ton Panel		
Shaw	Tom, Sarah	38756 Lime Kiln Road	Leesburg	VA 20175	703-771-9374	trhickory@aol.com	1951 Convert		
Simons	Bill, Liz	4526 N 41st Street	Arlington	VA 22207	703-536-3348	bsimons@rustinsuranc.com	1934 Roadster	1934 Tudor	
Spero	Art	3459 Cornice Place	Woodbridge	VA 22192	703-491-6158		1940 Del Coupe		
Stewart	Robert, Joan	3107 Juniper Lane	Falls Church	VA 22044	703-534-4056		1946 Super Dix Tudor		
Summer	Eric, Nancy	1355 Oakshire Court	Herndon	VA 20170	703-709-4164	summershack@aol.com	1948 Del Tudor		
Sweet	John L. Monica	1565 Old Eaton Lane	Reston	VA 20194	703-437-4898		1953 Linc. Capri Convt		
Sykes, Jr.	Beverly	Rt 7 Box 12850	Berkeley Springs	WV 25411	304-258-1858				
Tindall	Bill, Sylvia	5217 Dunleigh Glen Lane	Burke	VA 22015	703-323-6151	dstindall@aol.com	1948 Convert	1948 S D/L Sedan	
Vaughn	Hubert(Red), Dor	3306 Royale Glen Ave	Davidsonville	MD 21035	301-261-4395		1940 Linc Cont. Cabr		
Vincent	Bill, Louise	31 Beech Drive	Stafford	VA 22554	540-752-0162		1940 Convert Dix	1935 Sedan Dix	1951 Sedan Cust
Welch	Gene, Jeanne	1773 Macedonia Church F	White Post	VA 22663	703-869-7475	welco@visualink.com	1936 coupe,	1947 1/2 T PU	51D/L 4Dr. 53 Crest.
Weststrate	David, Barbara	11605 Helmont Dr	Oakton	VA 22124	703-620-9597	dlwbaw@aol.com	1939 Dix Sta Wagon	1939 Std Sta Wagon	
Whellian	Alan, Joan	4975 Winchester Blvd.	Frederick	MD 21703	301-831-8594		1947 Linc Cont Cab	1940 Linc Cont Cab	
Wild	Bob, Jane	143 Mosby Cir.	Warrenton	VA 20186	540-347-0725	Rwllid2129@aol.com	1951 Convert	1942 S/DL Convert.	1951 Sta Wag
Williams	Martin	516 Beauegard Dr. S.E.	Leesburgh	VA 20175	703-777-2987	williamsm@waterborne-env.com		1939 Pickup	
Windingland	Nancy	301 Sycamore St.	Falls Church	VA 22046	703-241-4562		1936 Roadster		



V8 CALENDAR NVRG



February

- 9-11 **Atlantic City 2001 Auction**, car corral and indoor flea market.
- 13 **NVRG Monthly Meeting**, Program: Vern Parker of the Washington Times, "Out of the Past." Refreshments: **Mike Mote**
- 17 **Hank Dubois & Gilbert Williams Garage Tour**
- 25 **Clements Train Day**, Centreville
- 27 **NVRG Board Meeting**

March

- 13 **NVRG Monthly Meeting**, Program: TBA, Refreshments: **Butch Myrick**
- 24-25 **Frederick Flea Market** (Sugarloaf AACA Parts Meet), Frederick Co Fairgrounds, MD
- 27 **NVRG Board Meeting**

April

- 5-8 **Charlotte AutoFair**, flea market, car corral
- 10 **NVRG Monthly Meeting**, Program: Al Cox of the Alexandria Dept. of Planning, "History of the Ford Building in Alexandria," Refreshments: **Eric Sumner**
- 24 **NVRG Board Meeting**

May

- 5 **Winchester Car Show**
- 5 **Willowcroft Wine Tour**
- 8 **NVRG Monthly Meeting**, Program: TBA, Refreshments: **John Girman**
- 12 **Fairfax Car Show**, NVRG's own car show, get your cars ready!
- 19 **Apple Blossom 2001**, Shenandoah AACA car show.
- 29 **NVRG Board Meeting**

June

- 4-7 **Eastern National V8 Meet**, Westbrooke, CN, great resort by the water, get room reservation now.
- 12 **NVRG Monthly Meeting**, Program: TBA, Refreshments: **Bill Simons**
- 26 **NVRG Board Meeting**

July

- TBA **NVRG Annual Picnic**, Nottoway Park
- 29 **Blue Grass Music Festival**, Wintergreen, VA
- 31 **NVRG Board Meeting**

What is the program for the February membership meeting?

Vern Parker, of the *Washington Times*, who writes "Out of the Past" column every Fri., will talk!



BOARD OF DIRECTORS

NORTHERN VIRGINIA REGIONAL GROUP



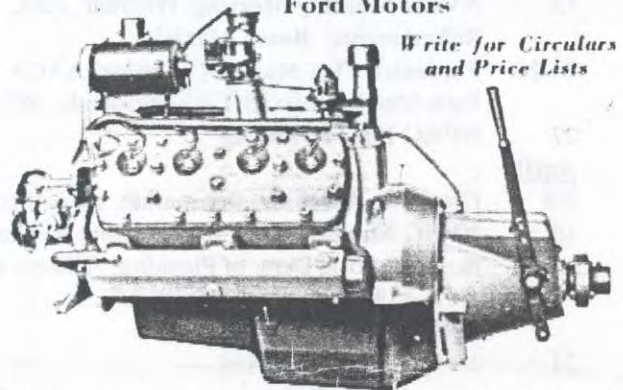
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 Refreshments: **David Gunnarson** 425-7708
 Newsletter: **Cliff Green** 426-2662

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**

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