



Northern Virginia Regional Group



VALVE CLATTER



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

Volume XXIV, No. 8

August 2001

Cliff Green, Editor

60TH AT BRANSON! – Louise Vincent

Bill and I were married on June 1, 1941 at the Congregational Christian Church in our hometown of Ravena, NY (14 miles south of Albany). As was the custom, we went to Niagara Falls on our honeymoon.

On our 25th wedding anniversary in 1966, we went back to Ravena, renewed our vows at the same church and went to Niagara Falls again. On our 50th in 1991, we returned to our hometown, renewed our vows and went off again to Niagara Falls!! (By the way, I wore my original wedding gown on all three occasions).



On our 60th anniversary in June 2001, we felt it was time for a change! The opportunity came when we read of the Early Ford V8 Central National Meet in Branson, MO,

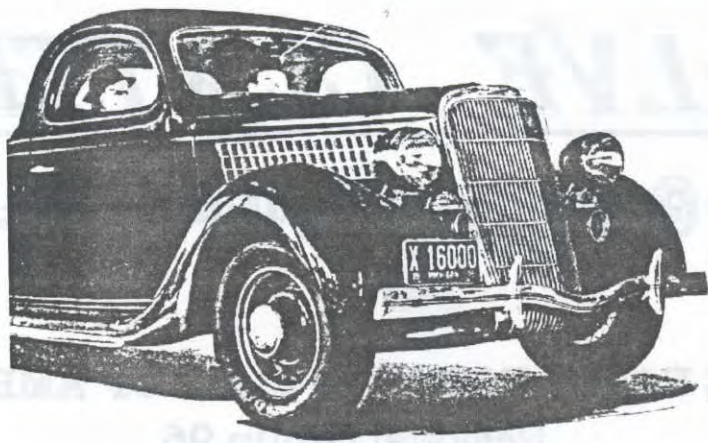
June 13th through June 16th. We registered the 1951 Ford, but later, upon reflection, decided to drive the air-conditioned Lincoln for the 2,400 mile round trip.

It was a pleasant ride to Branson with the beautiful mountains of Virginia and West Virginia, the miles of cornfields in Indiana and Illinois, the horse farms of Kentucky and the Ozark Mountains of Missouri.

We stayed at the headquarters hotel, the Welk Resort Center, which was opened in May of 1994 by Larry Welk, son of Lawrence Welk. On Wednesday there was a “Welk”come party with delicious food and entertainment. On Thursday night we attended a buffet dinner and the Lawrence Welk show in the Champagne Theater which seats 2,300 people! Friday was Concourse Day at a lovely park on Table Rock Dam with a box lunch. There were over 200 cars, and it was a sight to behold! There seemed to be an abundance of “shoe box” 1951 Fords. On Friday night we took a dinner cruise with entertainment on the showboat, the *Branson Belle*. Saturday night was the Awards Banquet. Josie and Bill O’Donnell of the National Capital RG had driven their 1936 roadster to Branson and won the long distance award for the East Coast and a 1st place Touring Award. Attending for our Club were **Wayne and Joyce Handy, Bruce and Debby Mazzie, Ray and Phyllis Kunsman** and the National Deputy Chief Judge, **Mike Gall**.

There was a small flea market on the hotel grounds. Bill bought a NOS all plastic open wing eagle, genuine accessory hood ornament for our 1951 Ford. It is shown on page 40 of the May/June 2001 issue of the V8 Times. What a find! It looks terrific on our ’51.

Everyone at the meet was very friendly and we were treated royally. We had a great time and we shall never forget our “Fourth Honeymoon”. In the words of Lawrence, it was “Wonderful, Wonderful”!



UP FRONT With the President

August 2001

What a pleasant surprise July was, weather wise! While June was quite a bit hotter and drier than normal, it was just the opposite for July. Weekends, for the most part, were beautiful and featured some really super V-8 driving weather. Hope you were able to get out and enjoy some of it with your Ford. I won't even venture a guess as to what's in store for us in August but maybe we'll be lucky and continue on with July's performance.

We have a special new Club member! **Nathaniel Wyatt Sumner** came into the world on July 31 weighing in at a healthy 6 lbs. 9 oz. Congratulations to proud parents **Nancy and Eric Sumner** and big brother Eli! Congratulations also to proud grandparents **Barbara and Dave Westrate** who now have 5 grandsons. We look forward to seeing Nate at future Club events and I bet he'll be wearing a Club name badge just like his big brother!

When you receive your July/August V-8 Times, you'll notice that our own **Cliff Green** is running for National Director. If you know Cliff, you know that he is uniquely qualified for this position. In addition to being one of the most active and knowledgeable V-8er's in our Regional Group, Cliff is well known to many V-8ers across the country and is very familiar with the workings (and the politics) of the National Club. As a "people person" and good communicator, Cliff would very capably represent the Regional Groups of the Southeast at the National Club level. I urge you to support Cliff with your vote. Less than 10% of the National Club's membership votes in the election for National Directors. Let's give Cliff 100% of our Regional Group's votes!

As many of you know, **Bill Vincent** has been feeling under the weather since shortly after he and Louise returned from the Central Meet in June. He has been going through a number of diagnostic tests and hopes to soon find out what's going on. Meanwhile, he reports that Louise is taking very good care of him and that they both miss participating in our Club events. On behalf of the Club, I want to extend our best wishes to Bill for a speedy recovery!

Also, **Mike Gall** is recovering from a mild heart attack and still intends to make the Western National Meet!

This month's membership meeting will feature a really different kind of program and I encourage everyone, including the ladies, to attend. **Charlie Morrison** will be speaking to us about his experiences with Ford V-8's and/in Antarctica. Knowing Charlie, there will probably be a few surprises! It should be a lot of fun!

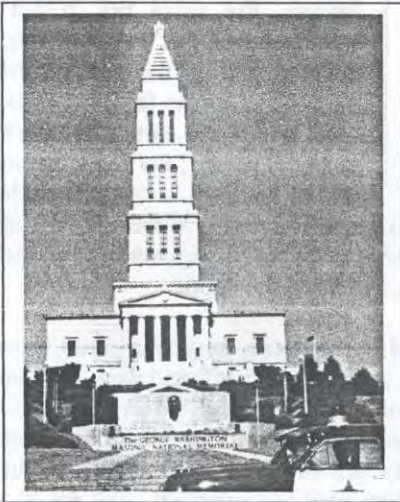
Happy V-8-ing!

Hank

**SUMMER TOUR OF THE
GEO. WASHINGTON MA-
SONIC NATIONAL MEMO-
RIAL** by: Jim McDaniel

The weather couldn't have been better – sunny, low humidity, mild temperatures – a beautiful day for a V-8 tour and picnic.

Six vintage V-8's began the tour, and five actually arrived at the Memorial in Alexandria. We were all sorry **Dave Westrate's** beautiful '39 Woody had a non-cooperating coil and he had to cancel after an hour or so of sitting along the side of the road. Dave finally got it running after it cooled down, but he didn't want to chance it continuing on the remainder of the tour.



Several folks drove their modern iron, but the five flatheads that made the tour included **Bill and Liz Simons** in their '34 Roadster, **Hank Amster** in his trusty '41 Convertible, **Dave Blum** and his new '39 Lincoln, **Charlie Morrison's** '35 three-window coupe, and **Jim and Char**

McDaniel in their '51 Sheriff's cruiser.

Others who drove their modern cars included **Hank and Cynthia Dubois**, **Jeannette and Barry Moore-Hall**, and tour organizer **Von and Patricia Hardesty** (along with Von's son Stephen and his wife Belinda, who saved our picnic table for us, and their two dogs Kato and Reggie).

A mile from the Potomac River in historic Alexandria, we arrived at the beautiful and majestic 333-foot George Washington Masonic National Memorial. It is an area landmark that can be seen for miles in all directions. The memorial is dedicated to the memory of George Washington: Patriot, Frammer, Surveyor, General of the Continental Armies, Founding Father, First President, Freemason, and truly the Father of our country.

The Memorial was dedicate on May 12, 1932 as an expression of the Masonic Fraternity's faith in the principles of civil and religious liberty and stable and orderly government which were so well portrayed in the character and life of George Washington. He was actually the Charter Master of the local Masonic lodge while he served as President of the United States.

The start of our tour was delayed somewhat as we dispatched a scouting party to track down Dave Westrate, who had vanished from our scopes, but alas not from our cell phones. Dave called Charlie on his cell, and away drove a rescue party with toolbox in hand.

The two-hour tour of the Memorial was attention grabbing, as the numerous rooms, displays, and artifacts proved both interesting and beautiful, but being a Mason myself, I found the tour to be somewhat incomplete. Above the main floor's

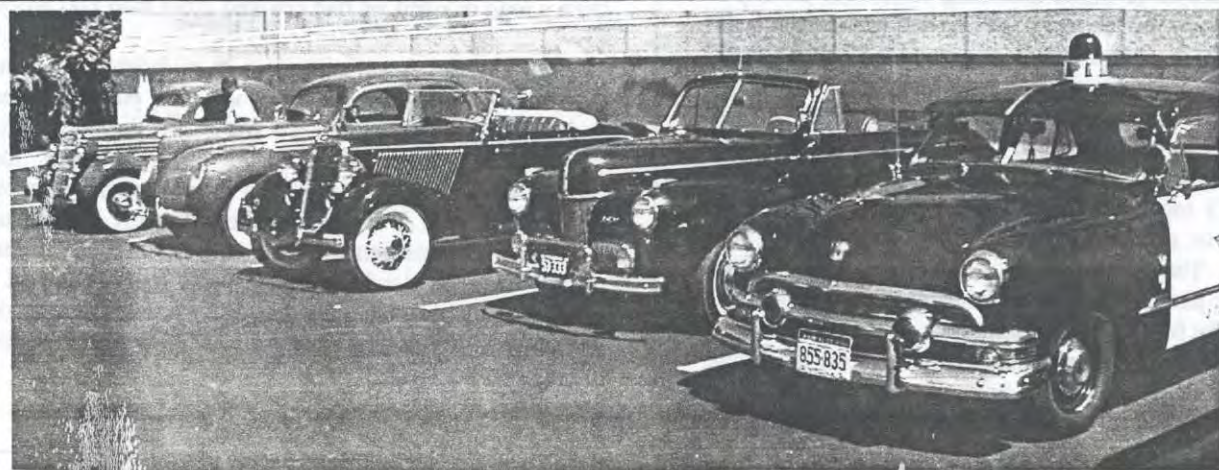
Memorial Hall rise the seven levels of the building: the George Washington Museum; Library; Grotto Room; Royal Arch Room; Cryptic Room; Knight Templar Chapel; and the Tall Cedars of Lebanon Room surrounded by a spectacular observation deck.

Each room and display was explained well, but what I found lacking was a concise, simple explanation of what Freemasonry actually is, and what it is not, and how all of its various organizations, pieces, and parts fit together. I'm sure if I found the explanations bit confusing myself, a non-Mason must really have a tough time understanding how all the parts fit.

Not to give a tutorial here, but some who attended may have confused Freemasonry with religion. Masonry is a fraternity, not a religion, and it is not a secret organization as some may think. although like any fraternity, it does have some secrets. It acknowledges the existence of God, but does not tell a person what religion to practice or how to practice it. It embraces all religions. Sometimes people confuse Masonry with a religion because they use religious references. It also uses allegory and symbolism heavily in its ceremony and ritual, and much of it is based on middle-Eastern themes. Masons also refer to their buildings as "Temples," but they use the term in the same sense that Oliver Wendell Holmes called the Supreme Court the "Temple of Justice." In Virginia, Masonic buildings are also referred to as "Lodges." OK, end of the tutorial I wasn't going to give.

It did appear that everyone enjoyed seeing the Memorial and visiting among old friends, and afterward about half of us continued our tour along the banks of the

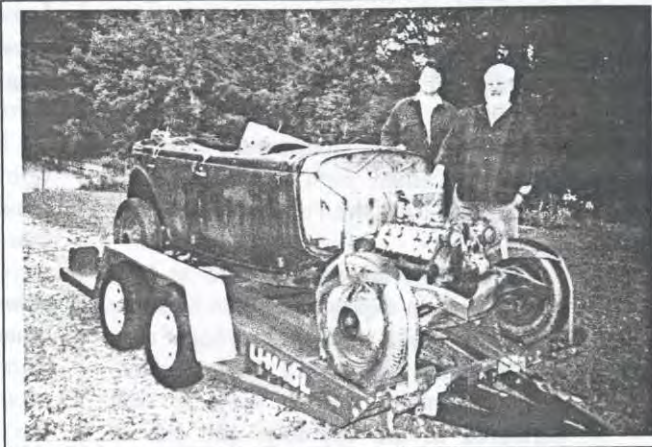
boat-laden Potomac River down the beautiful George Washington Parkway to Ft. Hunt Park, near Mount Vernon, for a picnic lunch. The other half continued on to enjoy the rest of their beautiful Saturday afternoon.



X-COUNTRY TOW –John Girman

We were taking out the last of my dad's old cars. My son, Derek, was taking the Ford Phaeton from my parents home in Northern Ohio to his home in California and I was going to help him. The first trick was getting everyone together. I was already in Cleveland for a business trip, Derek was driving up in his truck from a conference he was attending in Knoxville, TN, and Patty was driving up from Virginia and bringing tools, chains and come-alongs. We all met at Mom's house on Saturday. We rented an auto-transporter from U-Haul with little trouble except for the one-hour delay caused by a stubborn electrical hook-up. At Mom's house, we backed the transporter up to the corn crib that had served as the '35's home for several decades. We pumped up the tires on the '35 and were pleased (and surprised) that they all held air well enough to roll. Not too bad, considering that at least two of the tires were more than 50 years old. Because the corn crib floor was elevated above the ground by more than a foot, we used the ramps from the transporter as a bridge to the transporter and used the come-alongs and chains to slowly ratchet the car out into daylight.

After loading the car, we pulled it around to the front of the house, unloaded it in the gravel drive and pushed it into the garage. I had borrowed back my dad's engine hoist from my uncle so we could use it to install the '36 engine I had bought in Maryland and stored in my mom's garage last year. We installed the engine and a '36 transmission using the hoist. The week before I left, **Hank DuBois** gave me a quick course on '35-36 transmissions and transmission mounts, which proved invaluable. The transmission already had a mount and the bolts I bought turned out to be the right size to mount it to the engine. The transmission-to-frame mounting bolts were already in the car but were frozen and someone had just cut the heads off with a torch. No problem the studs left behind would suffice. However, we ran into a problem; we couldn't get the engine and transmission back far enough for the transmission mounts to line up with the studs. The transmission mainshaft went in okay but try as we might, we couldn't move the engine and transmission back the additional in. needed to align the holes of the mount with the studs. The front mounts, which were new, aligned okay so we just let the ears of the transmission mount rest on part of the frame. The combination of the front mounts, the driveshaft and the transmission mounts on the frame, would have to be enough to hold the engine in place for



2500 miles. (Okay, now I know that the capscrew on the universal joint was probably preventing a complete fit but that sure wasn't obvious at the time.

We pushed the car into position behind the transporter in preparation for another round with the chains and come-along but the car rolled so easily that we just started pushing it up onto the transporter. We didn't make it all the way but did get 3/4 of the way up before it rolled back down. Encouraged, we recruited my mom, who is 79, and the four of us succeeded in loading it with relative ease. We strapped it in and attached the safety chains. While Patty and my mom cleaned up the interior of the car (a raccoon and squirrels had left behind a nest that would eventually fill more than two garbage bags), Derek and I began scrounging for parts, using photos taken of Hank's cars as guides. We found the hood (and spare hood sides), the radiator, three Stromberg 97's, an air cleaner, all the fenders, the spare tire mount and outside cover, six extra wheels, the radiator and grille, the windshield stanchions, inside fender shields, top irons and wood bows, bumpers and seats. However, the front seat turned out to be from a '46 so we left it

behind and began loading the interior of the car with all the detached parts. After loading everything, we used bungees to tie everything down, including the doors.

It poured that night but that only served to clean the car a little more. We had used plastic sheets and duct tape to cover the carburetor port on the intake manifold and breather tube, so no harm was done. Overnight, one of the rear tires had collapsed completely and the tread even separated but that wouldn't be a problem until we unloaded. We got an early start and rolled out of the yard at 6:30 a.m.. It was hot that day but there was high cloud cover, which helped. We stopped every hour or so and checked the straps, chains, trailer hitch and tires. Everything was riding okay and the transmission and engine didn't appear to be moving. We drove I-80 through Ohio, Indiana, Illinois and Iowa and stopped for the night when we got to Omaha, NE. It had been a long day and we had covered more than 800 miles.

A huge thunder storm moved in at midnight and drenched everything. When we got up, it was still wet but at least it had stopped raining where we were. To the north, the sky was still as black as midnight and lightning flashed continuously. We were lucky the storm had moved about 20 miles from us. We continued on through Nebraska and Wyoming. It was generally between 95 and 102 F but we usually had high cloud cover so it really wasn't that bad. The truck was running okay but had little power because of the load, high altitudes (up to 8600 ft.) and high temperatures. It (Continued next page)

didn't overheat but during the course of the trip, we had three memorable climbs through mountain passes that required first gear. A 3:31 rear end ratio was not optimal for towing up grades. Still, we didn't overheat and that was the main thing. We often got comments when we pulled into rest stops or gas stations. Several gas station attendants came out to see the car. Many people told us about their friend, who had a "fill-in-the-blank" that they had restored. One guy correctly identified the car and many remarked that it looked like a serious, costly project. We pulled into Salt Lake City late that evening.

Derek got us up at 3:30 a.m. the next morning. It seems he was in a hurry to get home. We rolled through the Bonneville Salt Flats during the relative cool of the morning and on across Nevada. It was the Fourth of July. Twice when we pulled into small Nevada towns for gas, we ran into parades. Once we got caught and the police delayed us at a barricade during a parade. We had no choice but to wait because we needed gas. The second time, we were wiser and managed to avoid being detained. In general, traveling on the Fourth was a benefit since there was less traffic on I-80. When we got to California, we had to stop at the agricultural station so they could inspect the vehicles for plants and insects. They climbed up onto the trailer, gave the '35 Ford a real going over and then asked if we had power washed it because it was so clean. We laughed and said that the overnight rains must have done a good job. Then it was up over the Sierra via Donner Pass and through the Sacramento Valley. The temperature was in the hundred's but it didn't matter because we were almost there. We pulled up to Derek's house in Rohnert Park, CA about 7:00 that evening. His wife and mother-in-law were happy to see us but probably weren't as excited about getting the car there as we were.

We just left the car on the transporter overnight and the next morning unloaded it into the garage. That took longer than we thought because of the need to line everything up and because the drive has a pronounced slope up to the garage. We had to use chains and the come-along to get it off. To our amazement that old tire that was completely flat down to the rim for the whole trip responded to the occasion and held air long enough that we were able to roll the car off. We jacked the car up and put it on jack stands. Everything had arrived in great shape and my son now has a project that will occupy him for a few years. Eventually another early Ford V8 will be on the road again, under its own power!



This 15 cent stamp is part of the *American Culture* series. "Wood-paneled vehicles, also known as woodies, captured the imagination of America from the 1930's through the 1950's. Originally designed as stylish cars for wealthy buyers, woodies were later marketed towards families and became popular with surfers."



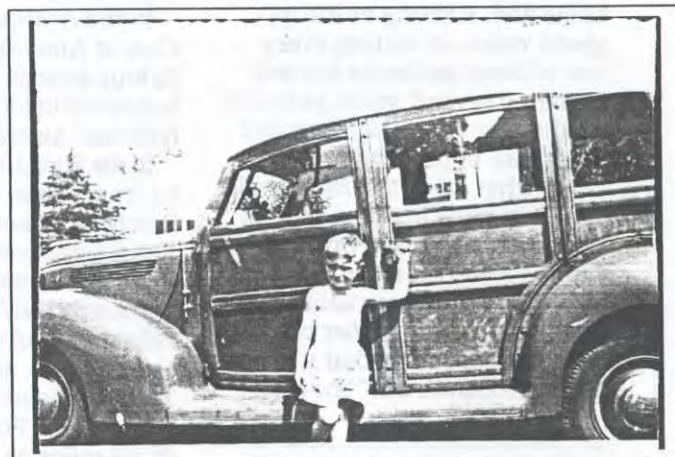
NYRG CAR STATUS REPORTS

Oz Lamonds reports: My 36 Phaeton is now in a body shop in Louisa, Va.. It's being completely stripped and body is going to be tweaked prior to painting. The motor smokes a bit (from setting for 30yrs) and the wiring will need to be done after I get it back from the body shop. I'll probably need some help on that. It's going to require a lot of time to dress it out after that. In the mean time I did acquire a motor/transmission for my 47 Ford Stationwagon. I'll need to clean up and paint under the hood before I can install them. This car needs complete restoration. Other than that I've been busy taking my 66 Shelby Mustang to shows, including on in Danville, Va. where I had the honor of meeting Carroll Shelby and received an autograph on my car.

Steve Dawkins' 1947 Mercury is back on the road after an 18-month engine overhaul and general rehab. The good advice provided by members at Sully on how to fix a leaking right head gasket finally paid off. Steve used three different stop leak chemicals in his radiator before the four different leaks stopped. That good advice saved taking off the head and replacing the gasket. With tightened up brakes, steering, and a new spirit, this '47 Merc is looking forward to club events.

Bill Simons over came all odds and was presented with a first place award at Winchester with his traveling '34 tudor!

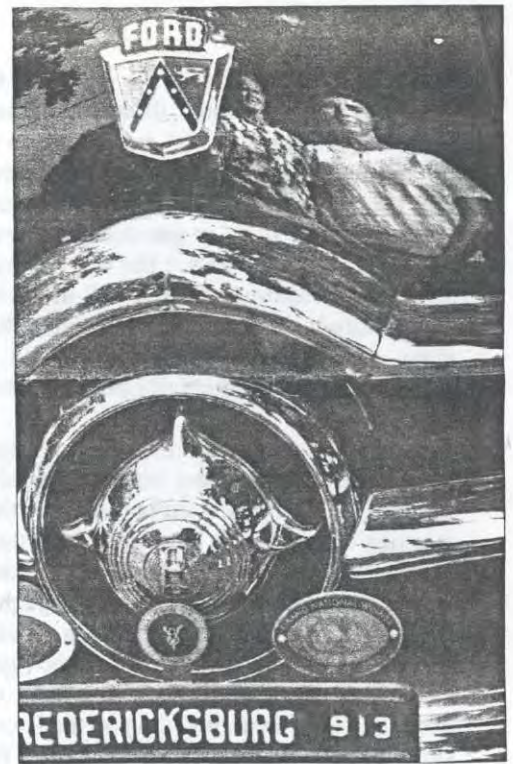
MYSTERY MEMBER FOR AUGUST



Who is this lad along side his fathers (what year) woodie? Why is he not smiling? Find out on page 8.

The Free Lance-Star

Reflected in the sheen of her immaculate show car, a 1950 Ford Custom Delux Tudor Sedan (at right), is Jeannette Hall with her husband, Barry. Jeannette, of Falmouth, is one of few women on the national show circuit who both works on and owns her own car.



IT HAPPENED 14 years ago, but Falmouth's Jeannette Moore Hall still gets angry when she recounts the story.

The confrontation came about at the first national-level show she competed in with her beloved, painstakingly restored 1950 Ford Tudor Sedan Custom Deluxe.

The Stafford County woman could handle that, in her first big-time foray into antique show-car competitions, she'd been savaged in the judging, handed several pages worth of things that weren't historically or aesthetically accurate in the car.

Indeed, she'd take those pages home and, starting at the top, spend years correcting every one of those problems herself, spending several years painting, sanding, molding, shining and otherwise improving the car.

No, what made the 58-year-old car enthusiast hopping mad at that national Early Ford V-8 Club of America show was that one of its organizers said it couldn't possibly be *her* car.

"He kept insisting that it must be my husband's car," she said,



ROB HEZELT

the color rising in her face. "To his way of thinking, and others in the group, no woman could have or fix up a car like that."

In the 17 years since, Hall has been a pathfinder and an inspiration to many in that V-8 Club

and others dedicated to the preservation of antique cars.

She's got the plaques, awards and other honorary medallions to show for it.

In the Antique Automobile Club of America, she took prestigious awards in 1990 and 1991 before taking a first-place Grand National Award last year.

In the Ford group, she took the top award given by the group, the Dearborn Award, in that city in 1988 and has received 12 continuing excellence medallions since.

Though Hall's husband, Barry, helps her load and transport the car to shows, and has a restored '69 Mustang he likes to tinker with, the '50 Ford that now has 46,500 miles on it is all her baby.

So how did this Quantico physical-education teacher find herself as one of the few women in a man's show-car world?

"My father, David Allison, liked working on old cars, and I enjoyed helping him," said Hall, noting that the pair worked at fixing up a 1917 Model T.

That was fun to tinker with and take to show off, but Hall said she eventually wanted to get a "driver," an older, restored car she could actually drive around town and to and from shows and competitions.

"One Saturday morning, in June of 1982, I saw the Ford for sale, in the parking lot of a local shopping center," said Hall. "I bought it, for about a thousand dollars."

For a while, she simply enjoyed cruising around town and taking the car to local shows.

But soon enough, the competitive bug bit and she attended that eye-opening first national show.

"After getting that long list of things that needed fixing or weren't historically accurate, I got to work," said Hall. "For two summers, with that car up on lifts, I was underneath it, scraping, sanding, restoring the chassis, the floor boards and the trunk."

Although today, there are all kinds of resources, even kits, for making these old cars look the way they did when they came from the factory, they weren't around when Hall started.

ROB HEZELT can be reached at *The Free Lance-Star*, 616 Amelia St., Fredericksburg, Va. 22401; by fax at 373-8455; by phone at 374-5415; or by e-mail at rhedelt@freelancestar.com.

HEDELT: *Cars are Stafford woman's love*

Instead, she had to rely on members of the Ford group that had the knowledge, though at times she got valuable assistance from the folks at the library in Detroit.

In a hobby where owners often turn to professionals for all the restoration work, Hall did much of it herself, though she let professionals like the folks at Smith's Body Shop give her car a new paint job.

In no time, she went from novice to winner, and hasn't looked back.

She's got a list of 47 national meets that she and Barry have attended, garnering awards at each.

In addition, the couple has another car, a 1952 Chevy, that they use for another aspect of Antique Automobile Club of America activities: touring.

I met the Halls at a recent four-day tour put on by the Northern Neck chapter of the AACA, a gathering of more than 100 cars and 200 people who came from as far away as Oklahoma to tour the historic Northern Neck. The cars ranged from a 1941 Lincoln Zephyr to a 1928 Whippet sedan.

The Halls enjoy the camaraderie and the lifelong friends they've made through the touring and show-car competitions.

But, for all the acceptance his wife has garnered, Barry Hall still has a T-shirt with a special message ready for any doubters.

"It says 'It's her car!' in big letters, just in case we need it," he said, looking proudly at his wife. "It's her baby."



MYSTERY MEMBER

The car in the background is a '38 Deluxe Station Wagon. It's the car my folks had when I was born. The only recollection I have of the car is opening the right rear door (there's a reason they were called suicide doors) and pitching out onto the side of the road one night. Family legend has it that the doctor examined me and pronounced me just fine. He then turned and looked at my mother, who understandably was quite shaken by the incident. After a quick chat with her he decided that my unscheduled departure from the Woody left her in much worse shape than I and he proceeded to prescribe a sedative.

The Woody was the third car my father owned. During college and graduate school he had a '33 Ford roadster followed by a '36 Ford humpback two door sedan. The sedan was replaced by the Woody shortly before the outbreak of WW II. Other pictures show that the Woody had a grille guard in addition to the cowl-mounted radio antenna. This picture was taken in the driveway of my parents house in Greenfield MA in the summer of 1946. Not too long after this picture was taken my father crossed over to the Dark Side. He traded the '38 Woody in for a '46 Chevrolet! Well, it wasn't quite as bad as it might seem at first blush; the Chevy was also a Woody.

Ken Burns

PROPERTY CHAIRMAN

Dave Gunnarson will bring the remaining parts from the Williams estate to the August meeting. There will be two categories of parts. Those that have a price marked on them are for sale with some negotiation possible, the remainder are unmarked and you will set the price. All proceeds go directly to the club treasury. As our club president has said "let your conscience be your guide." Any parts not sold at the August meeting will be brought to the September meeting at which point Dave will not bring them home again, so make a deal now!

Any parts that members have previously reserved are still being held. Please pick these up soon, or they will go back into the sales program. If you can't be at the meeting call Dave at 703-425-7708 to make separate arrangements to get your reserved parts.

Dave has added \$321 to the club treasury - Editor

EFV8CA FORD V8 ALBUM

During the July picnic, I happened to mention a source book of information to **Bill Simons** that helped me with my auto spotting during recent cinematic exposures to vintage Fords (Pearl Harbor, O Brother Where Art Thou, and Dark Passage). The V-8 Album was published by the Early Ford V-8 Club of America in 1985. For those who may not have had access to a copy, it has a gray cover with a photo of a Mandarin Maroon 1940 Deluxe Convertible Coupe embossed on the front. The subtitle of the book is "A compilation of facts and photographs pertaining to Fords and Mercurys and a tribute to the Flathead V-8

engine that powered them for 21 years. 1932-1953." The book is 350 pages in length. Bill suggested I bring it to a club meeting as some members might be interested in seeing it. Does a book count for Show and Tell? Summaries for each year include the colors that year's models were offered in, a listing of the number of each model produced by photos or sketches, and for some years, photos of accessories. On a recent visit to the restorer's shop where my '39 Woody is being worked on, I spotted a front grill assembly for a '38 pickup. Thanks to the V-8 album, I can report that it was likely the color Ford termed Bright Vineyard Green, where the use of the word bright might be an understatement.

For those who may be wondering about the movie Dark Passage - it is not one of this year's movies, instead, it came out in 1947 and featured Humphrey Bogart and Lauren Bacall. One of the highlights of the film is Bacall driving her character's Woody Station Wagon across the Golden Gate Bridge, I think it was a '39 Ford Deluxe, but someone in the club with a better recollection of the film could set the record straight on the year and model.

Jim La Baugh

FOR SALE/WANT

1935 front and rear drive train including 4 nice wheels and tires \$400.00
1936 Spare tire mount and cover \$100.00 I also have about 1000 NOS Goodrich fan belts for various cars from teens through mid-fifties. I have several sizes of straight radiator hoses. I also have lots of misc. NORS parts for various autos. My 36 Phaeton is coming out of the paint shop this week, I'll still need to complete the interior. I'm also looking for someone to do the complete wiring on it if anyone knows of someone please let me know. I'm also looking for a good Banjo wheel for this 1936 Ford. **Oz Lamonds** 703-791-6090

Two '39-'40 Frames that someone can have, "free to a good home". They both will require some work to be made usable, so whoever has any interest should call me for a description at (703)860-2801. **Steve Pieper**

1948 Merc convertibe- needs work , but mostly all there-asking \$4500.00
3 Chryslers for sale-2- 59 Imperials-1 New Yorker-mostly for parts-\$600.00 for all 3- or \$250.00 Each=All have good V8 motors-2 have been rebuilt-- Big glass bead system for sale in great condition asking \$5000.00
OBO Call **Gene Welch**-540-869-7475

Correct inside visors for '51 Ford. Brackets/rods are good, painted brown. Visors need replacing. \$40 **Bob Wild** 540 347-0725.

WANTED: 1941 Body Parts Book Form 7335 dated August 1941; and 1938-42 Chassis Parts Book Form 7084 dated October 1941. **Ken Brown** (301) 644-1987.

WANTED: Two (or four) 650 X 16 whitewall tires in good condition for my 1941 Convertible. **Hank Amster**-703-753-9575

WANTED: Complete 32 - 34 rear end assembly. 32 running boards. 32 front crossmember. Also need miscellaneous other 32 body & chassis parts. John D. Ryan 703-281-9686 or 301-469-7328, evenings or john@ryanweb.c



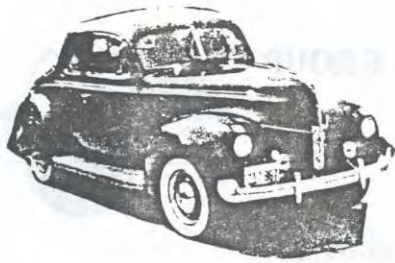
Updated Year 2001 Northern Virginia Regional Group As of 7/31/01

LAST NAME	FIRST SPOUSE	ADDRESS	CITY	ST.	ZIP	PHONE	Email #	CAR 1	CAR 2	CAR 3
Martin	Frankie, Larrie	3727 West Ox Rd.	Fairfax	VA	22033	703-620-3790		1951 Cust. Tudor	1934 Phaeton	
Mascali	Ed, Debbie	2015 Pimmit Dr	Falls Church	VA	22043	703-883-6429	EMASCALI@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	1941 D/L Bus Cpe	
Mazzie	Bruce, Deborah	3100 Rolling Meadows Ct	Monrovia	MD	21770	301-865-7244		1934 Roadster	1951 F-1 Pickup	
McDaniel	Jim, Char	6904 Loudoun Lane	Springfield	VA	22152	703-569-6699	jimcdaniel@starpower.net	1951 Tudor		
McIninch	Dick	215 Stony Creek W.	Nellyford	VA	22958	804-361-2568	olcarfh@aol.com	36 Dix Sedan		
Moore-Hall	Jeanette, 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	grfscotv8r@aol.com	1935 3w Coupe		
Mote	Michael, Alice	4307 Birch Pond Lane	Fairfax	VA	22033	703-222-0412		1934 5W. Coupe	1952 F-1 Pick-up	
Merrick	Jerrel (Butch)	1322 Madison Ave.	Front Royal	VA	22630	540-635-7725		4/6 Sedan Delivery		
Neilms	Carl	4248 Allison Cr.	Fairfax	VA	22030	703-386-8328		1948 Coupe HR		
Okeson	Lars, Cindy	2058 Planters Drive	Huddleston	VA	24104	540-297-8451	C 1 okeson@msn.com	1942 Spr Dix Wgn	1936 Std 5W Cpe	1932 Dix 3W. HR
O'Neill	Patrick, Diane	5037 Head Ct.	Fairfax	VA	22032	703-503-8623	schugoneill@erols.com	1937 1/2 T. Pickup	1936 Trunk Sed Std	1935 Pheaton
Painter	Victor	129 S. Fenwick St	Arlington	VA	22204	703-892-2441		1952 Panel		
Pieper	Steve, Wendy	3047 Promenade Place	Oak Hill	VA	20171	703-860-2801	swrpieper@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		
Roebuck	Jim, Diane	13026 Smoketown Rd.	Woodbridge	VA	22192	703-491-3942	mroebuck@home.com	1948 Mercury 4Dr		
Ross	S.L., Leia	8358 Orange Court	Alexandria	VA	22309	703-360-3310	sross@erols.com	1936 Conv Sedan	1936 3w Coupe	1948 Linc Cont Cab
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	BSelley@PrimaryMulticraft.co	1941 1 Ton Panel		
Shaw	Tom, Sarah	38756 Lime Kiln Road	Leesburg	VA	20175	703-771-9374	trhickon@netzero.net	1951 Convert		
Simons	Bill, Liz	4526 N 41st Street	Arlington	VA	22207	703-536-3648	bsimons@rustinsurace.com	1934 Roadster	1934 Tudor	
Smith	Steve	13490 Lake Shore Drive	Herrndon	VA	20171	703-793-0559	SBSmith12@aol.com	1941 S.D/L Sedan/Cpe	1940 Pickup	
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	Herrndon	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 Spring	WV	25411	304-258-1858				
Tindall	Bill, Sylvia	5217 Dunleigh Glen Lane	Burke	VA	22015	703-323-6151	bstindall@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	White Post	VA	22663	703-869-7475	welco@visualink.com	1936 coupe.	1947 1/2 T PU	51D/L4Dr.53 Crest.
Wenchel	John, Helen	8211 Silverline Dr.	Fairfax Sta	VA	22039	703-256-3095	JWenchel@aol.com	1946 Pickup		
Westrate	David, Barbara	11605 Helmont Dr	Oakton	VA	22124	703-620-9597	dlwbaw@aol.com	1939 Dix Sta Wagon	1939 Std Sta Wagon	
Wheihhan	Alan, Joan	4975 Winchester Blvd.	Federick	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	Rwild129@aol.com	1951 Convert	1942 S/DL Convert.	1951 Sta Wag
Williams	Martin, Cathy	516 Beauregard Dr. S.E.	Leesburgh	VA	20175	703-777-2987	williamsm@waterborne-env.com			
Windingland	Nancy	301 Sycamore St.	Falls Church	VA	22046	703-241-4562		1936 Roadster		

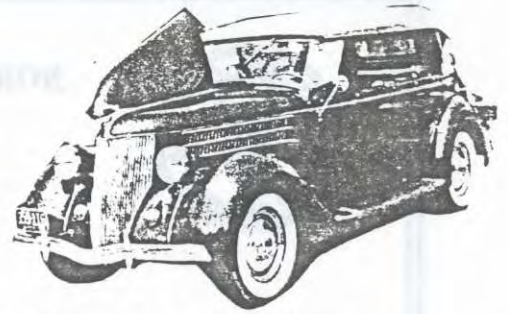
Updated Year 2001 Northern Virginia Regi

al Group As of 7/31/01

LAST NAME	FIRST SPOUSE	ADDRESS	CITY	ST.	ZIP	PHONE	Email #	CAR 1	CAR 2	CAR 3
Alexander	Allan, Beverly	8311 West Blvd. Dr	Alexandria	Va	22308	703-360-6488	ashcar18311@aol.com			
Amster	Hank, Bea	8543 Fowl 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	
Bellevy	Bob	1036 Cup Leaf Holly Ct.	Great Falls	Va	22066	703-450-4146		1950 Tudor		
Blum	Dave, Norma	945 Corral Crest Lane	Vienna	Va	22182	703-281-1654	dnblum@erols.com	1953 Linc Capri Conv	1939 Linc Zephyr 4dr	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	Kennmbrown@aol.com	1942 Super Dix S/W		
Burns	Ken, Helen	10409 Stallworth Court	Fairfax	Va	22032	703-978-5939	kenb@headstartinfo.org	1941 Super Dix S/W	1941 Super Dix S/W	
Cheese	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		
Crawford	Jim, Judy	P.O. Box 236	Bryantown	MD	20617	301-870-2036	jim@us2000.org	1936 3W Coupe		1935 Tudor
Curmings	Leo	7922 Hillstream Court	Springfield	Va	22153	703-866-9707		1950 Mercury Mont.		
Davkins	Stephen, Jane	6244 Fleming St	Key West	Fl	33040	703-313-8652	SPDJHD@aol.com	1947 Mercury Sedan		
Duiois	Hank, Cynthia	3627 West Ox Road	Fairfax	Va	22033	703-476-6919	hcdubois@juno.com	1935 3w Coupe	1935 3w Coupe	1935 3w Coupe
Farvas	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 Sid 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	barrfrise@yahoo.com	1936 Conv. Sedan		
Gail	Mike	RD 1, Box 58	Osterburg	Pa	16667	814-276-3848		1936 3w Coupe	1953 Linc Capri 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	irgplg@aol.com	1946 Tudor		
Gren	Cliff & Sandra	6214 Millia Court	Fairfax Sta	Va	22039	703-426-2662	dgreen@erols.com	1940 Sta Wagon	1936 Phaeton	
Gren	Dwight	43 S. Rogers St.	Hamilton	Va	20158	540-338-3606		1932 Pickup		
Grien	Russell, Tara	42267 Summerhouse Pl.	Ashburn,	Va	20148	703-723-9170	rgreen@leallictt.com			
Gunnarson	David, Sarah	10707 Ellies Court	Fairfax Station	Va	22039	703-425-7708	gunnarson@erols.com	1935 1 1/2 Ton		
Handy	Wayne, Joyce	6361 Lakeway Drive	Mechanicsville	Va	23111	804-746-1376		36 Tudor	36 4DrConvSedan	
Hardesty	Von, Patricia	4577 Rockfish Road	Grotoes	Va	24441	540-249-8761	von.hardesty@nasm.si.edu	1941 Sedan	1940 Del Convert	
Hardin	Cliff, Judy	10463 Dahlgren Rd.	King George	Va	22285	540-775-9524		1940 Sid Tudor	1941 S Dix Sta Wgn	
Harclott	David	1817 Oak Post Trail	Reston	Va	20190			1932 Model B		
Hill	Jerry N. & Joyce	P.O. Box 7110, Rt. 768	Irvington	Va	22280	804-438-5450		1940 Merc Convert	(2)1940 Stds.	1940 Merc Sed/Cpe
Hinkle	John, Dorothy	609 Brush Creek RD	Winchester	Va	22263	540-888-4131		1950 Tudor		
Humphries	Bill	2734 Pioneer Lane	Falls Church	Va	22180	703-698-5475	bowllogo@aol.com	1938 Conv. Sedan		
Juriv	Roy, Karen Lee	8489 Falling Leaf Rd	Springfield	Va	22153	703-455-4793		1933 Cabriolet	1936 Cabriolet	
Javaras	Jason, Dolores	6401 Harrison Rd	Fredericksburg	Va	22407	540-786-5819	JEJretired@aol.com	1940 Sid Coupe		
Jones	David, Barbara	7680 Kinchloe Rd	Clifton	Va	22024	703-818-2723		1932 Phaeton		
Kearney	Mike	2012 Wolftrap Oak Ct.	Vienna	Va	22182	703-821-3423	Michael_Kearney@sonix.com	1937 1/2 Ton P/U		
Kranich	Robert	6129 Vista Drive	Falls Church	Va	22041	703-824-3669		1940 Coupe	1940 Sedan	
Kunzman	Ray, Phyllis	4 Spring Marsh Circle	Savannah	GA	31411	912-598-7204	r.kunzman@worldnet.att.net	1940 Dix Convert.	1940 Sedan	1940 Coupe
La Baugh	Jim	8405 Stonevall Drive	Vienna	Va	22180	703-573-9285	lbabaugh@erols.com	1939 Dix Sta Wagon		
Lamonds	Oz, Karen	13109 Dumphries Rd.	Manassas	Va	20112	703-791-6090	dyce.lamonds@gateway.net	1936 Phaeton	1947 Sta. Wagon	
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	tb13638@aol.com	1936 Dix Roadster	1939 Sid. Sedan	
Lunt	Gerald	260 Parkway St.	Winchester	Va	22601		Page 1	1941 S D/L Fordor		



V8 CALENDAR NVRG



August

- 2-5 Das Awkscht Fescht, Macungie, Pa
- 4 **Battle of Bull Run Reenactment Tour**
- 11 Fredericksburg Region AACA Walker-Grant Middle School. Contact Bill Vincent
- 14 **NVRG Membership meeting** – Charlie Morriosen talks about “Antarctica and V8’s”
Refreshments: **Don Lombard**
- 18-19 Virginia Wine Festival
NVRG Board Meeting

September

- 9 Sugarloaf Mtn AACA, My Airy, Md
- 9 Vern Parker “Out of the Past” review
- 11 **NVRG Membership meeting** – Back by Popular demand – “Show and Tell”
Refreshments: **Tom Shaw**
- 17-21 Western National V8 meet, Pismo Bch, CA

- 15 Bull Run Region AACA, Prince William County Fairgrounds, Manassas, Va
- 25 **NVRG Borad meeting**

October

- 4-7 Carlisle
- 9 **NVRG membership meeting CANCELED** because of Hershey conflict!
- 9-13 HERSHEY!
- 20-21 Lebkicker overnight tour - Annapolis
- TBA National Cryptologic Museum Tour or Quantico Marine Museum
- 20 40th Annual Rockville Show

November

- 12 NVRG Membership meeting
Refreshments: Dave Blum
- 17 Tucker Museum, Alexandria





BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: Hank Dubois ...703-476-6919

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Refreshments: **David Gunnarson** 703-425-7708
Newsletter: **Cliff Green** 703-426-2662
Historian: **Don Lombard** 703-690-7971

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, Virginia. Check the newsletter for occasional alternates sites. **SEE YOU THERE**



FIRST CLASS MAIL

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