



VALVE CLATTER

Northern Virginia Regional Group



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

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September 2001

Cliff Green, Editor

EARLY V8'ERS TREATED TO BEST LECTURE EVER!

Bill Tindall

On a hot August night a capacity crowd of Early Ford V8 members and spouses turned out to hear **Charles Morrison** provide cool stories of his 17 trips to the world's last remaining undiscovered continent. Charley Morrison, as a Lead Scientist, had accepted major responsibilities to help map the Antarctica for the US Geological Survey. Charley did his best to contain the overwhelming pride he carries for a job that brought him a great deal of personal sacrifice



(leaving Dorothy and three kids behind for months on end), personal discomfort (sleeping in a tent at 50 degrees below zero) and danger (being stranded on a mountain awaiting rescue), and the need to get

7,000 calories of food into yourself (because of the bodies constant fuel-burning by shivering muscles). Charley told the near 30 club members in attendance how one gets to the Antarctica (by plane from a staging station in New Zealand), how one maps the South Pole (it moves every year about a yard), how areas of the Antarctica contains 4,000 years of built-up snow that never melts), how icebergs are made, called calving, and how the sunsets are incredible (the

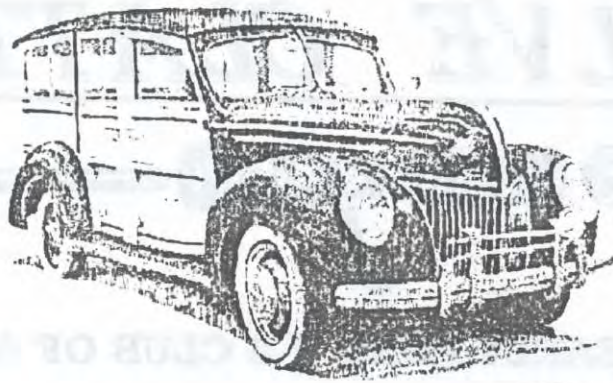
air is so clean). All this he illustrated using his personal collection of slides.

For the car lovers in the audience Charley introduced us to a Canadian made Ford powered tractor-type vehicle that was their answer to today's SUV, only a SUV in Virginia would never be subject to the terrain and temperature these vehicles faced. In fact, a more important workhorse Charley regaled over were the C-47 twin-engine cargo planes and helicopters that ferried food, mail, and supplies in and weary men out. To again point to the dangers, Charley gave us stories of some planes and helicopters that made the trip but only one way as their carcasses now dot the landscape.

Did you know the Antarctica continent is bigger than the entire USA?

Do you remember to put the two "c's" in Antarctica
Did you know what a hero is?

In a recent US News and World Report story, heroes described were people who: a) went beyond the call of duty, b) act wisely under pressure, c) risked their life, fortune, or reputation, d) serve as a calling to our higher selves, d) championed a good cause. For those of us who attended this special event at the No.VA Early Ford V8 Club we know we heard a most special message from an most unassuming hero.



UP FRONT WITH THE PRESIDENT



SEPTEMBER 2001

Well, summer is drawing to a close and what a summer it's been! We've roller-coastered from a hot, steamy June to an unseasonably pleasant July then back to a hot, sultry August. Cindy and I were in Vermont for the first half of the month and it was even uncomfortably hot up there. The old-timers took it all in stride though and said we were just being paid back for the nice weather we had in July!

Plans have been finalized for the Club's 2001 Lebkicker Tour to Annapolis, MD! Tour organizers Don Lombard and **Ken Burns** have worked hard to put together a really great itinerary to make this a very special event. Check out the details in this newsletter and call the hotel right away since only a limited number of rooms are available. And, don't forget to send a check to Don for one-half of the cost of the banquet, bus tour, and harbor cruise since these all require advance deposits. Whether or not you plan to go on the tour though, please take a few moments to register your votes for this year's Lebkicker Award. Call Ken Burns at 703-978-5939 or send him an email at kenb@headstartinfo.org.

It's time to start thinking about our Club's Board of Directors for next year. **Dave Westrate** will be heading up the Nominating Committee that will prepare the slate of candidates for the next election. Under the new bylaws we adopted earlier this year, we need to elect 5 members for next year's Board. It is important that we have new members on the Board each year so please call Dave if you are interested in serving or, if you are contacted by the Nominating Committee to serve, please respond positively. Nominations will also be taken from the floor at this month's membership meeting. Serving on the Board is a privilege and can be a very rewarding experience; I strongly encourage all members to consider it.

If you haven't mailed in your ballot for the election of National Directors, please do so now! Remember, **Cliff Green** is running for National Director to represent the Regional Groups of the Southeast and he deserves our full support. Your vote will count!

While Cindy and I were unable to attend the August membership meeting, I understand that **Charlie Morrison's** talk on Antarctica was truly spellbinding and thoroughly enjoyed by all! Thanks again Charlie! For September, we will be featuring our popular "Snow and Tell" program so come prepared. Who knows, you might even learn something!

Happy V8-ing to you all!
Hank

Fords produced in 16 plants in additon to the Rouge

I remember during grade school seeing a promotional film from Ford Motor Company that gave the impression that every part in a Ford car, from radiator cap to spare tire carrier lock nut, was made in the Rouge plant in Dearborn.

Indeed, the Rouge was tooled to make every part needed to assemble a completed car, and even though it was the largest industrial plant in the world, the quantity of vehicles produced by Ford Motor Company in the late 1920 and 30's required that some production be farmed out to other suppliers, not only accessories such as starters, carburetors and generators, but whole body assemblies as well, and that some vehicles be assembled in plants far distant from the Rouge.

By the time Model A production ceased in late 1931, Ford cars were being produced in 35 assembly plants. Only 32 of these were retooled and operated to produce the new Model B and V8 in 1932. At the end of the 1932 model run, only eight plants were reopened to produce the 1933 models. These were in Dearborn, Michigan, Chester, Pennsylvania, Chicago, Cincinnati, Edgewater, NJ, Kansas City, Norfolk, VA, and Richmond, CA. Later plants in Louisville, KY, and Sommerville, MA, were added, but Cincinnati and Norfolk were closed.

For 1934, Norfolk was reopened along with plants in Buffalo and Dallas. Five more plants were added to produce the 1935 models and by 1937, 17 plants were producing the 1937-38 models.

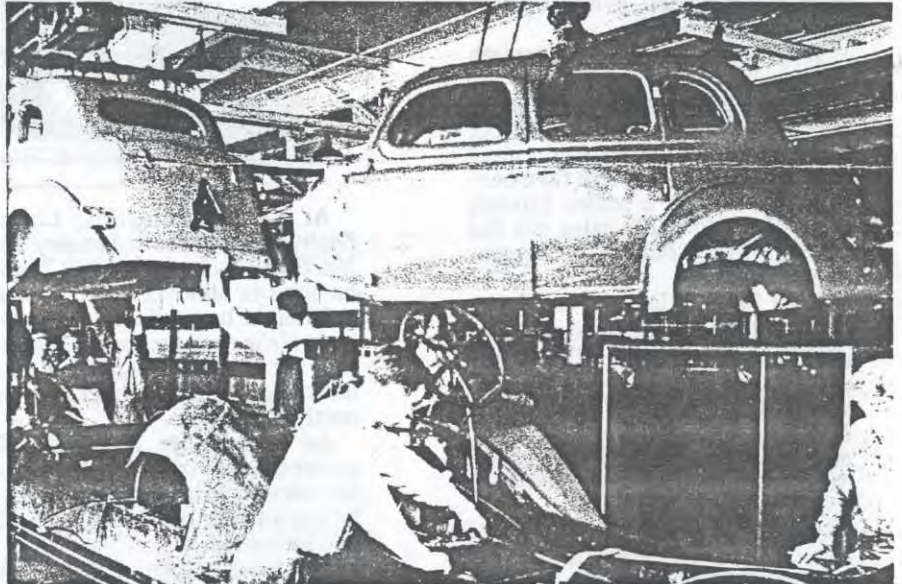
The plants were divided into three categories: Major, standard, and minor assembly plants. The major plant in the Rouge at Dearborn, in addition to the assembly line, was equipped with stamping and production machinery to produce a complete car from bare metal. The major plants also produced stampings and partially assembled bodies for the standard and

minor assembly plants. A standard assembly plant did not have stamping presses, but was able to assemble a complete body from stampings supplied by the major plants and to supply partially assembled bodies to minor plants.

In addition, Murray, Budd, and Briggs produced stampings, par-

tion units were stored in a holding unit until needed on the assembly line.

All engines and transmissions were produced at the Rouge complex for shipment to the assembly plants. They were shipped without generators, spark plugs, fan, carburetor and gearshift lever, which



A pair of 1936 Touring Sedan bodies are being mated with chassis

tially assembled bodies and completed bodies for the Ford plants.

The Rouge brought major production facilities together in one location. Next to the docks were huge bins into which Ford-owned freighters plying the Great Lakes dumped iron ore from Duluth, coal from Pennsylvania and limestone from Canada and New York. Next to these bins were blast furnaces and coke ovens that melted the ore into "pig iron" for use in the foundry. At the foundry, the iron was alloyed and poured into castings for engine blocks, transmission housings and other parts.

The foundry was the largest in the industry. Altogether its 18 bays covered 17 acres.

With only a brief stopover in storage for seasoning, castings from the foundry were delivered to the machine shop and when assembled into complete engine and transmis-

were installed on the engine line at the assembly plants.

The parts, tools and assembly procedures at these plants were determined by the home office in Dearborn and communicated by "engineering release" documents which described in detail the parts and procedures to be used.

Copies of the releases were sent to the purchasing, scheduling and production departments.

Strict adherence to these releases made it possible to turn out identical cars at all assembly plants, although some variations occurred because of Ford's policy of not using new or redesigned parts until the supply of existing parts was exhausted.

As a result newer parts showed up on models from some plants earlier than they did on cars from others, depending upon the inventory of parts on hand.

From the East Tennessee RG "Ford Words" August 2001

OUT OF THE PAST / Vern Parker

The American luxury automobile market that flourished during the 1920s dried up like the Dust Bowl in the economic drought of the 1930s.

Most of the prestige automobiles withered and died during the Great Depression. The few that survived did so because a less expensive model kept the dollars flowing during the hard times.

What kept Lincoln afloat through the depression was the Zephyr.

Upon the Zephyr's 1936 introduction it began outselling the big K-model Lincolns several times over. Being priced at less than one-third the cost of a senior Lincoln certainly didn't hurt sales nor did the V-12 engine behind the streamlined grille.

Fred Blum, a District employee of the American Automobile Association, took his family, including his preschool-age son David, to the 1939 World's Fair in New York City. At the fair, which opened April 30, 1939, and closed Oct. 27, 1940, was a Ford Motor Co. exhibit called the Rotunda.

Spectators would ascend a tower encircled by a roadway. At the top spectators would enter a new Ford, Mercury or Lincoln and ride the rail-guided car down and around the tower.

That one exhibit at the fair was indelibly etched in young son David's memory. "I remember my father wanted to get a ride in a new Mercury," Mr. Blum recalls. Ford introduced the Mercury line of cars in 1939.

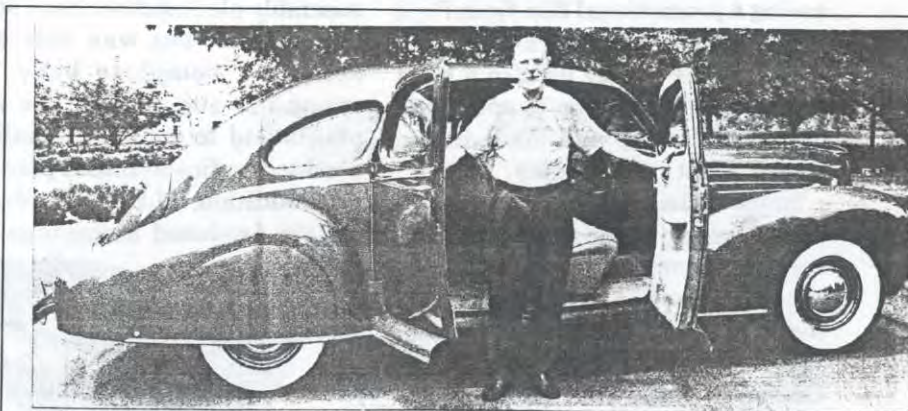
Instead of riding down in a Mercury the family hitched a ride in a Lincoln Zephyr, a ride Mr. Blum remembers to this day.

To further enhance the image of Lincoln Zephyrs on the impressionable youth, a neighbor owned a Zephyr during World War II, which was admired whenever gas rationing permitted an excursion.

While attending an antique car show in Strasburg, Pa., in the early 1990s a remarkably well-kept, mostly original 1939 Lincoln Zephyr four-door sedan caught his eye.

Now it's October 2000, and Mr. Blum is really getting hungry to own a prewar Zephyr. While at a car show in Hershey, Pa., he hears of a nice 1937 Zephyr that is for sale.

His hopeful bubble bursts when he learns that the owner has changed his mind.



Dave Blum finds the clamshell-hinged doors of his Lincoln Zephyr inviting. Streamlining efforts include hidden running boards and fender skirts.

At a Harrisburg, Pa., Lincoln Zephyr swap meet in January 2001 Mr. Blum spotted the 1939 Zephyr he first saw almost a decade before.

It might be available, the owner says. He is under pressure from his wife not to bring another car home until he gets rid of one and he is currently eyeing one. 3

An anxious Mr. Blum tells the owner that he is a willing buyer, but the owner doesn't want to sell unless he has another car. He says that he will let him know.

Mr. Blum returns home to Virginia empty-handed and the owner took his Zephyr home to Assonet, Mass.

The next day the owner telephoned Mr. Blum to tell him the Zephyr must go. Mr. Blum replied, "Sold."

Although the Zephyr appeared to be in excellent condition the meticulous owner wanted a few months in which to make sure the car was first class and shipshape.

In April 2001, Mr. Blum sent a rollback truck to Massachusetts to retrieve his eagle gray, 3,620-pound Zephyr.

When the Lincoln finally arrived it was exactly what Mr. Blum expected.

It has a six-volt battery under the hood and records indicate the original 267-cubic-inch, 110-horsepower, V-12 engine was replaced with an identical 1940 engine. Regardless, both engines had a two-barrel down-draft carburetor between the two banks of six cylinders each. An oil bath air cleaner sits atop the carburetor, which drinks from a 19-gallon gasoline tank.

In lieu of an oil dipstick the Lincoln Zephyr relies on a float to keep tabs on the five-quart oil level.

The V-12 operating temperature is kept under control thanks to 30 quarts of coolant circulating through unseen passages.

When new, 62 years ago, the four-door Zephyr model carried a base price of \$1,399 and was by far the most popular Lincoln model, selling 16,663 units. The other five Zephyr models and 21 K-model Lincolns sold a combined total of 4,470.

One particular extra-cost option Mr. Blum is happy to have is the two-speed Columbia rear-axle overdrive, which reduces engine speed



The floor-to-dashboard pedestal was designed to camouflage the fact that Zephyr still had a floor shift while the competition had column shift.

28 percent when in the highest cruising ratio.

On a recent highway trip to Gloucester, Va., he reports, "The overdrive ran good and delivered 17 mpg. It's comfortable doing 60 mph."

Refueling the Zephyr is, Mr. Blum said, "horrible." In an effort to maintain clean lines on the left side of the car, designers moved the gas cap from the outboard side of the rear fender to the inboard side making any refueling attempt awkward.

ZEPHYR

Another concession to styling is the spare-tire storage. Because of the dictates of streamlining fashion, the 7.00x16-inch tire is mounted on a bracket that swings out and down for access to the trunk.

Mr. Blum believes that the double sided white sidewall tire is original to the car.

The interior of the car is filled with Lincoln amenities such as ejector-type lighters, one in the dashboard and a second serving the right-side, rear-seat passenger. The car rides on a 125-inch wheelbase.

Additionally, a pair of angular footrests are there for the comfort of rear-seat passengers. At either end of the dashboard is a glove compartment, "His and hers," Mr. Blum notes.

Lincoln designers went to great lengths to make the car as streamlined as possible, including adding rear fender skirts to make the visual flow uninterrupted.

"It's amazing how many parts are still available," the astonished owner said. He recently found a replacement for a broken soy-bean-derived handle for a back-seat ashtray.

The odometer is just now approaching 61,000 miles, which its proud new owner believes to be accurate. Until now the Zephyr — which has been repainted — has always been in Massachusetts.

"It is not restored," Mr. Blum says, "just maintained."

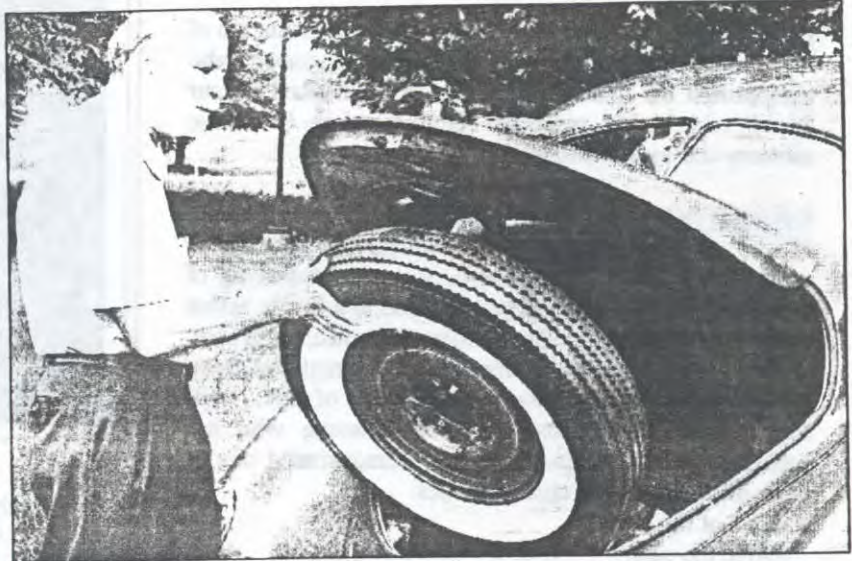
Upon acquiring the Zephyr he did something all owners of antique automobiles should do but few actually do. He assembled an emergency kit including:

- Coil.
- Points.
- Fan belt.
- Condenser.
- Fuel pump.
- Distributor.
- Spark plugs.
- Carburetor kit.
- Service manuals.
- Flexible fuel line.

"I already had the duct tape," he said.

A West Coast national Lincoln Zephyr gathering is planned for September of 2002. That's a continent away, but Mr. Blum is tempted.

Another car wouldn't be the same, he explains. "I guess I've always had a passion for Lincoln Zephyrs."



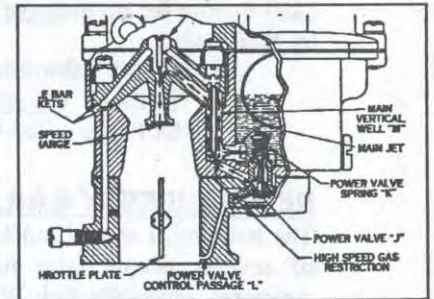
The owner swings the spare tire on its cradle out of the trunk.

MEET THE POWER VALVE ('39 - '48 Ford type, Chandler-Groves) *Editor*

Symptoms: 1) After a few days you have to crank and crank to get fuel to the carburetor. 2) Starting, after the car has been run, is difficult. 3) The idle is rough and the idle mixture adjustment screws have little effect. 4) After a while the car does not want to idle at all and you have to use the throttle/gas pedal to keep it running.

Cure: Replace the power valve. This valve has a tiny diaphragm that is affected by today's gasoline and it will leak into the manifold below the throttle plate. It progresses from symptom 1-4. The severity of the leak causes the symptoms. In the latest *V8 TIMES* a member wrote that he installs a plug in place of it and uses main jets two sizes larger! Every rebuilt kit has a new power valve with it.

Here is a description of how the power valve works taken from the *Ford Service Bulletin*, Nov. 1938, subject 9510, page 47 under fuel system, Quote: The power valve "J" is operated by the vacuum below the throttle plate through passage "L" and the power valve spring "K". At idle, the vacuum is the highest and decreases as the load increases. The diaphragm (actuated by vacuum) holds the power valve on its seat until the vacuum drops to from 8 1/2 to 9 inches of mercury where it is not high enough to resist the action of the spring. This point at level road running at a constant speed is approximately 3800 RMP.



Under load as in climbing hills, etc., the vacuum drops as it becomes necessary to open the throttle wider in order to maintain speed. When the vacuum drops to from 8 1/2 to 9 inches the power valve is opened by the spring the same as at 3800 RPM and the fuel then flows into the power valve and channels through the high speed gas restrictions into the center or main vertical well "M". This gives the additional fuel required for high speeds and for heavy loads at full throttle and low speeds. Unquote.

THE ANHAL DICK LEBKICKER AWARD

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

OBJECTIVE: Be it know that club members of the NVRG of the EFV8CA 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
- * Help fellow members:
 - Mechanical – fixes 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 it's members.

Mail in vote for up to **three** members on a slip of paper to: **Ken Burns**

10409 Stallworth, Ct, Fairfax, Va 22032
Or Email - Kenb@headstartinfo.org
Or Phone – 703-978-5939

NEW HARDESTY GARAGE

The building, I should quickly note, reflects the wisdom of several people who have constructed pole barn structures, especially **Bob Wild** and **Tom Shaw**. It is 30' X 40' with a separate shed roof/car port on one end. It has a basic gambrel roof design (hence it has a barn-like silhouette). The floor and car port area have a concrete floor. There are three garage doors, two being powered. One can accommodate easily three cars, even five if necessary. There is a second floor light storage area, covering about two thirds of the interior ceiling. There is one bay with a cathedral ceiling to allow the installation of a car lift at some remote date in the future. The builders, a father-son team, fashioned a built-in work bench for me. My wife graciously indulged me on



putting vinyl siding on the exterior, which means a relatively carefree maintenance future. One unusual feature is the installation of some antique windows that once belonged to a rural church near Broadway, VA. I have installed five of these combined clear glass 6 and 9 pane window units (the bottom 6 pane sections can be opened). This feature has a distinct impact on the interior, filling the entire garage with ambient light; this is necessary because the structure is placed in a wooded plot off our driveway, about 300 yards from the house. I am planning to fill it with old gasoline and auto signs, my tools and supplies. The best thing, of course, is that my three cars, including my 1940 Ford, are now housed in a dry place.

Von Hardesty - Grottoes, Virginia 24441

(Editors note – Von is semi-retired from the Smithsonian where he works three days a week)

SEPTEMBER MYSTERY MEMBER

Who is this lad and what is he doing to who's car?
Find the answers on page 8



LIGHTENING STRIKES TWICE *Bill Simons*

During the first week of August, Liz and I made our annual summer trip to Maine to visit my parents who live in Cape Elizabeth. I always look in the Portland newspaper when we are up there for the "antique and classic" car ads, hoping that lightning might strike twice. It was in August, 1963 on Cape Elizabeth when I spotted my present 1934 Tudor sedan.

So, for about 38 years, it's always the same: I pour through the newspaper, but there is nothing there. This time was different! I saw an ad that read, "49 Ford wagon-project car". I watched the ad for five days, sort of hoping it would go away, but it was there Wednesday through Sunday. And on Sunday I made the fateful call.

Yes, the car was still for sale. He had bought it as a project a year and a half ago and decided that he now had other priorities. Yes, it was all apart, but quite complete. According to the seller, it had good original wood, a rebuilt and correct flathead, new clutch, new wiring harness, new brakes, new shocks, new exhaust, and the all-steel body in primer! I felt it was worthy of further inspection, so Liz and I drove about one hour west of Portland to a tiny town called Limrick.



I was a little discouraged when I first saw the Woody: was it really "all there", what was really under all that primer, was the engine really rebuilt, and how would I ever get this steel shell, all the wood panels, and all the boxes of parts home to Arlington? After about an hour, we left with mixed feelings and no commitment to the seller. We returned to Arlington the next day but, for the next two weeks, the '49 was On My Mind. I finally decided to call my dad to see if the ad were still running in the Portland paper. It wasn't!

I was sure the car had been sold, but I just had to make that last call to the seller in order to "bring closure". His news that the car was still for sale threw me cleanly onto the horns of a dilemma: could lightning actually strike twice?? Another V-8 from Maine?? I made an offer, he countered, and I said I would need more time "to think about it". Lots of good that had already done me!

As part of our conversation, I asked the seller for the name and number of the previous owner. It had been he who did the engine and the primer. So I had the chance to quiz the owner himself about all the details, and felt he had all the right answers. I was told that the car was originally bought by an elderly man up near Bucksport Maine to haul firewood. It was to replace a model T truck he had been using, but after a short time he decided that he did not like the way the new tailgate operated for loading and unloading and went back to using the model T. The trail gets fuzzy after that, but apparently it spend quite some time in storage as evidenced by the good condition of the original wood, only minor rusting, a solid chassis, and a speedometer that shows only 52,000 "actual" miles. I called the seller and we quickly agreed on the price.

I've made the requisite reservation calls to Ryder Rentals and USAirways, and will fly to Maine on September 15th to tow the Woody back to Arlington. The lightning HAS struck twice. Now the real fun begins!

MORE NVRG CAR STATUS REPORTS

I just purchased a 1936 Ford fordor touring car-its mostly all original with 50,000 miles on it- its a great car- I need to do some work on it to get it running like a Ford. I now have 2 -36 Fords- 1 -53- a 47 pickup-a 47 Fordor-54 Convertible- 54 F 100 PU-72 Chevy- a 70 Torino Fairlane -71- F100 and a 47-8N Ford tractor I think , I have enough to keep me busy for awhile.
Gene Welch

I've been having a problem with Mildred (1937 pickup, *editor*). She has a 12 volt alternator from a 1967 Belair (and yes, the Chevy component does work!). The ammeter says she's not charging, but the wire from the alternator sparks and shows about 8 volts. I am putting anew alternator and regulator with condenser and see if that solves it. The battery seem to be not getting fully charged either. All the connections are good, so we'll see what happens. **Patrick O'Neill**

Status reports? What've I been doing to my V8? I've been letting the professionals fix up my V8. THAT's what I've been doing to my V8. Not much to say, except that they're making progress. Maybe next year (I'm shooting for what I hope will be the 100th anniversary V8 show in '03 in Dearborn. May not win any awards, but I'm gonna make sure people notice! Hopefully it'll be the nicest '48 Merc 4-dr anywhere!) **Jim Roebuck**

Well, **Mike Kearney** is packed off to High Springs , Fla. (20 Min west of Gainesville) Took all his toys including his (was Jim Wells's) 36 convertible with him. It is now 80% finished complete with Columbia rear end and all Eddy Meyer 1936 racing heads and manifold and dual 97 carbs! Has opened a 1950's diner. So come visit!!

Bill Tindell bought **Dave Blum's** 1946 Ford convertible! Will Sylvia ride with him now on the Lebkicker Tour?

MYSTERY MEMBER

Here is the rest of the photo- The guy with all the hair is your editor and that is young **Russell Green** indicating where the new grill section will go! The time frame is 1969. The woodie had suffered front end damage and I was able to find a good used section – grill, side panels, lower chin and bracing, ready to mount in for \$65. Those were the days – I was just looking at my expenses back then for restoration costs – how about bumper replating \$32, three seat reupholstered in naugahide, close to original stitching, for \$150 including material! Complete brake overhaul parts \$30. Spare tire cover \$8, tail pipe \$6, NOS windshield wiper stanchions \$8, floor mat \$8, dash wiring harness \$9. My complete cost to restore: \$1,343 plus \$300 for a rebuild short block! Oh yeh, I paid \$300 for the car!



THE WANT ADS WORK! *Hank Amster*

Those of you who read the "VALVE CLATTER" from cover to cover as I do, may remember last month that I had an ad in the classified column asking if anyone had some surplus 650X16 tires that would fit my '41 convertible. Shortly after the VC was published, I got a call from one of our members, **Carl Nelms**. He had four of the tires, along with the rims they were mounted on, and had no use for them. So we met later and he graciously gave me the tires and rims. But there's more to the story. Since I had no use for the rims, I contacted **Eric Sumner** who had recently purchased an original 1946 sedan to see whether he could use the 16 inch rims. He said sure! So I gave him the rims. As a result, three members of the club received some benefit from the want ad. Carl got rid of some tires and rims he didn't need, Eric got some rims he could use, and I got some tires I needed. The moral of the story: If you need some parts, or want to sell some surplus parts (or a car), call/email **Cliff Green** and place a free ad in our "VALVE CLATTER". Not only do the ads really work, they certainly have the potential for helping our members and benefiting the hobby. Isn't that what it's all about?

MISSING MAG

Will the member who picked up my 1975 Antique Car magazine (1942 Ford Convertible on the cover) from a table in the "parts grab-bag" room at our last meeting, please return it to me. It was not abandoned or forgotten property and is promised to the National '41/'42 expert. Thanks – **Jerry Lunt** 540-667-3422

STILL MISSING

Where are the club's walkie/talkie's last seen at our car show in May? Contact **Dave Gunnarson** 703-425-7708

NVRG MEMBERS GO WEST

The Blums', Greens', Westrates' and Burns' are traveling first to the huge woodie meet – "Wavecrest", in Encinitas, CA where they will meet the Wilds' and Mike Gall. After a

two night stay the group will proceed to brunch at Bob and Jane Wild's condo in Dana Point, than a visit to the Petersen Auto Musuem in LA, then on to Santa Barbara for the night. The next days destination will be Pismo Beach for the EFV8CA Western National Meet. Pictures will be shown at the November meeting.

FOR SALE/WANT

We have a dear friend who has terminal cancer and is trying to sell his 40 Business Coupe. He lives in the Chicago area and we met him at the Dearborn Show years ago. It is listed in the September Hemmings, Ford: 1940 Deluxe Business Coupe, restored in mandarin maroon, new LeBaron Bonney interior with jump seats, radio, heater, original 40 engine runs great, script glass, \$24,500 obo. Frank Guzzo, Lindenhurst, IL, 847-265-1010. Do you think any of our club members would be interested in this car? I talked to him last night and he is anxious to see that the car goes to a good owner. He wants to be called before 10 PM. Thanks, **Jeannette Moore-Hall**

For Sale - 1935 Tudor, **Jay McFarlane** 703 536 3381

Still seeking copy of 1941 Ford Body Parts List (Book) dated August, 1941. **Ken Brown** <kenmbrown@aol.com>.

I have for sale a 1921 Cadillac model 61- sport phaeton- V8 -the car is in great condition-a number 2-Asking \$39,900. **Gene Welch** 703-256-3095

For Sale – 1948 Ford Tudor, **Bill Tindall** 703-323-6151

ADVANCE PARTY SCOUTS HERSHEY

Dave Blum and **Hank Amster** were dispatched to check out the environs of the Hershey flea market and how the construction impacted our campsite. Amster reports that the Chocolate field is paved over and that construction of the hockey arena is underway in the old Green field. There is a new overpass between the two fields. The farm house and barn are still standing so that the NVRG camp site will be available in October. They also checked out the Hotel Penn for lunch and reserved a large table for the Hershey duration.

VC DEADLINE

The VC deadline for material is two Saturdays prior to the membership meeting. I try to priority mail the completed copy to Bill Simons on Sunday night so that it can be printed, assembled, labeled and mailed to reach the member by the Friday prior to the meeting. The hinterland gets it probably on Monday. I email a reminder for copy and sell/want the night of the Board of Directors meeting which is two weeks prior to the membership.



NEW ENGINE

Dave Gunnarson had his '35 engine picked up, rebuilt and delivered. How's that for service? Look for his story in next month's VC!

SEVENTH ANNUAL LEBKICKER MEMORIAL TOUR

**Annapolis, Maryland
Oct 20-21, 2001**

Travel through some of the prettiest scenery along "roads less traveled" on our weekend tour to our nation's FIRST capitol, the world-renowned US Naval Academy, quaint shops of the old town section, fine dining, and harbor activity which define Annapolis.

Last year we visited the FIRST Maryland State Capitol at St. Mary's City. This year we visit the PRESENT State Capitol that happens to be the oldest state capitol building in continuous legislative use. It also served as the nation's first peacetime capitol from November 1783 to August 1784.

The Naval Academy was started as a school in 1845 with seven teachers and 50 midshipmen. Today, with the magnificent buildings and walkways, it is now a National Historic Landmark.

Saturday, Oct 20

0930 Depart Fair Oaks

1130 Lunch stop at "Old Country Buffet" in Annapolis (fast-food places also available in same plaza, for those who prefer).

1230 Early motel check in:

Best Western Annapolis, 2520 Riva Rd.

\$99. +12% taxes *Includes Cont. Breakfast!*

1-800-638-5179 Refer: *Early Ford V-8 Club of Northern VA*

15 Rooms blocked until Oct 5. DON'T DELAY! If we need more, we must act while the hotel still has other vacancies. (90% booked now.)

- If motel rooms are not ready (normal check-in is 1500), we will use this time slot to tour the Harriet and Del Puschart collection today, instead of Sunday.

1415-1530 Our private tour bus pickup at the motel starts the excellent narrated tour covering "350 years in Annapolis in 1 hour." **Group rate: \$11/pp.**

1530-1700 Short walk through Gate #3 to tour the Naval Academy Chapel, John Paul Jones tomb, and the much acclaimed Naval Academy Museum, including the awesome, but little known, model ship collection.

1715-1730 Tour bus meets and returns us to Best Western.

1900 Evening Meal: Drive our cars to a protected pay garage at the Annapolis Bay Marina. Spaces are reserved for our group at \$1.75/hr. Water taxi (also \$1.75 one way) across the harbor to ~~~~~ **Phillips Seafood** ~~~~~

(over)

Advance Selections

#1Crab Cake Platter

Two four ounce

#3Filet Mignon

Eight-ounce center cut.

#2Twin Grilled Chicken Breasts

Marinated in herb butter

#4Vegetarian Platter

Vegetable Primavera

All entrees include Salad, Bread/Butter, Potatoes, Veg, Dessert, coffee/tea/soft.

~~~~~\$24.99 (includes tax & tip)~~~~~

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**Sunday, Oct 21**

**0900** Tour Harriet and Del Puschert's Barber shop, small antique auto collection, Elvis display, and huge motor home. Harriet and Del were very close friends with Dick and Myrtie. Del is a musician and sometime barber by profession and once played a gig with "The King" in days past. Harriet drives (ferries from dealer to customer) semi tractors and school buses, when the mood strikes her.

**1000 Drive** the inside perimeter of the scenic Naval Academy. Park and explore Visitors Center.

**1100-1230** Enjoy free time for shopping, eating, or exploring all you saw on the bus tour yesterday in Old Town Annapolis.

**1230-1400** Ninety minute narrated **harbor cruise of the Severn River** from Chesapeake Marine Tours. Departs from town dock. Snacks available on board. **\$7.00** ~~ (total cost is **\$14**. The club has subsidized the other **\$7.00 pp.**)

**1500** Meet and Que.-Up at Naval Academy Visitors Center for return trip home.

Not to worry!! We can get you into Virginia and back to Fair Oaks without the beltway or Wilson Bridge if traffic dictates.

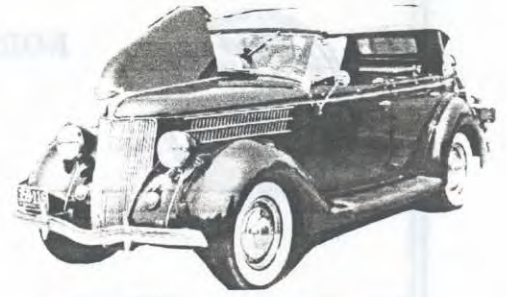
**Important!!**

**Call Ken Burns, 703-978-5939, OR Don Lombard, 703-690-7971, by October 12 to confirm your attendance, along with your meal preference.**

**Deposits: A 50% deposit per person for the tours and meal (\$5.50 + 12.50 + 3.50 = \$21.50) is requested to cover the required contract "earnest money" we had to provide in advance to vendors. Refund of deposits is flexible. Emergencies are always excusable. Please make deposit checks payable to Don Lombard and mail to 9505 Oak Stream Court, Fairfax Station, VA 22039-2650.**



# V8 CALENDAR NVRG



## 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 Board 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 –POSTPONED until the first of the year

- 20 40<sup>th</sup> Annual Rockville Show

## November

- 12 **NVRG Membership meeting** – Slide show of the Western Meet, Wave Crest and Hershey.  
Refreshments: **Dave Blum**
- 16 Tucker Museum, Alexandria This a tour that no one should miss – train collection too.
- 27 **NVRG Board Meeting**

## December

- 1 **NVRG Christmas Party** at the Fairfax Country Club – mark your calendar!
- No Membership or Board meeting this month!**

Henry, come to the September meeting and bring something to "Show and Tell"

I'll be there, Mike. Understand this is a popular theme and the refreshments are good, too!





**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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

Vice President: **Bill Selley** 703-679-9462  
Secretary: **Tom Shaw** 703-771-9374  
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Activities: **John Girman** 703-242-1459  
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 alternate sites. **SEE YOU THERE**



**FIRST CLASS MAIL**

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