



VALVE CLATTER

Northern
Virginia
Regional
Group

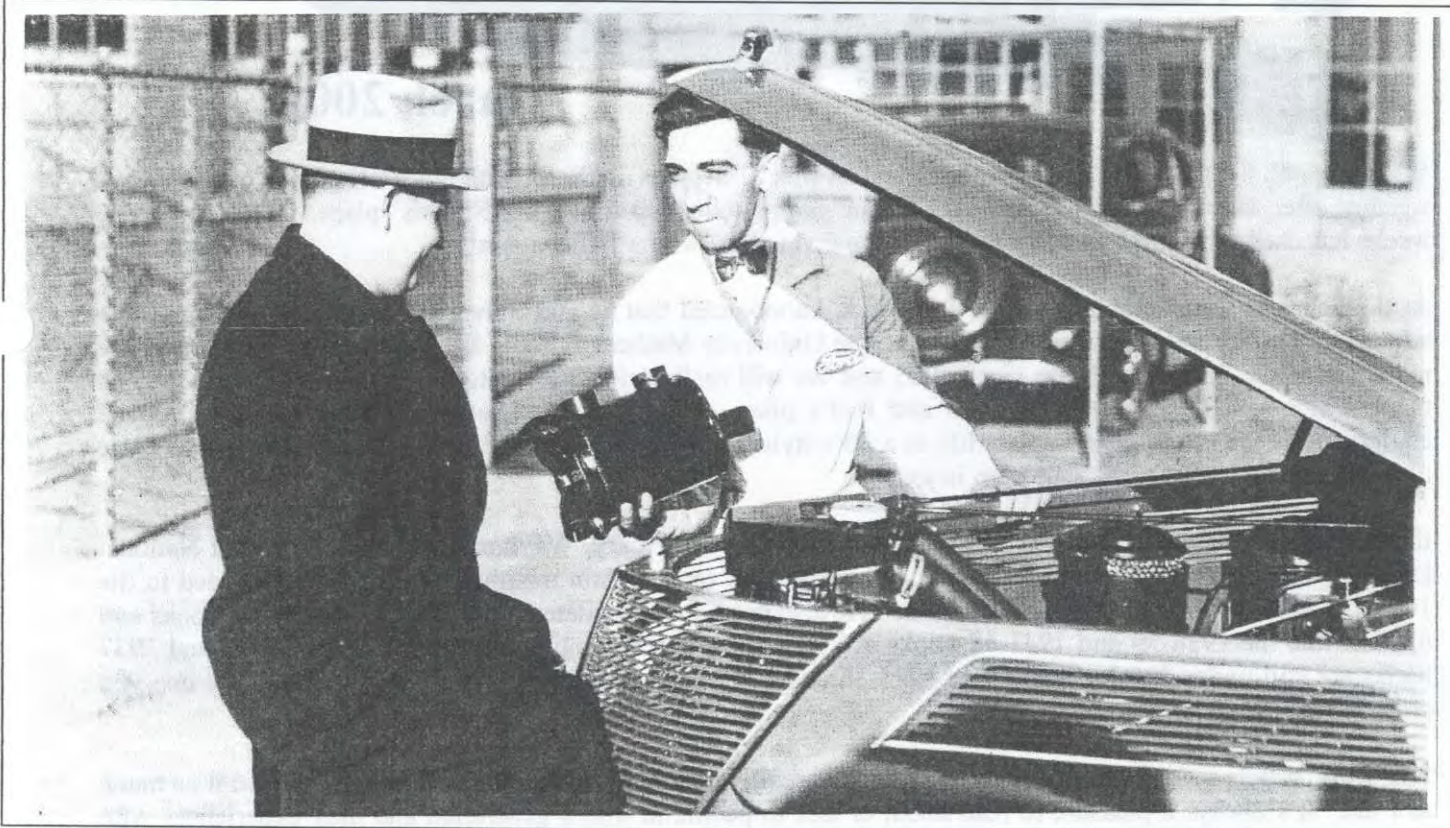


THE EARLY FORD V-8 CLUB OF AMERICA
Regional Group 96

Volume XXV, No. 3

March 2002

Cliff Green, Editor



NEW HEATER MORE EFFICIENT, EASIER TO INSTALL

“Features that appeal to the customer and the service man alike are to be found in the new Ford Heater for 1937. Equipped with the exhaust tube that fits into the muffler – there’s not tubing to cut. The heater may be installed much more easily and quickly. A new construction carries the engine exhaust from each bank of cylinders through seamless tubes and heats a series of 37 fins around which the intake air is passed to be heated before passing into the car interior. Quick, efficient, positive heat is the result. An improved air intake and redesigned outlets in both rear and front compartments allow a much freer flow of air through the heater.” From the November 1936 *Ford Parts and Accessories Merchandising Bulletin*.

The first hot water heater option did not appear until 1939! *Editor*



March 2002

What a month February has been weather wise! It was 77 degrees on the 1st with quite a few days of shirtsleeve weather after that including the Saturday of our garage tour to Bill and Liz Simons' place. With only three weeks left until spring, it looks like we may have dodged the winter bullet again!

At the February membership meeting, Bill Tindall announced that he and Sylvia are moving to Dayton, Ohio where Bill has accepted a position at Wright State University Medical School. Bill and Sylvia have been active members of our Regional Group since 1983 and we will really miss them. Both the '46 convert and the '48 tudor will be making the trip to Ohio and Bill's plans call for the installation of some traditional speed equipment on the '48 to give it a new life as a 50's style hot rod. Way to go Bill! We wish all the best to these nice folks and hope that they will keep in touch.

In his report on the National Board of Directors' Meeting in January, Waymon Brownlee, Southeast National Director, advised that 5, 15 and 35-year membership pins (and a plain membership pin) will be added to the 10/20/25 and 30-year pins currently available. He also provided an update on the Club's Restoration Books and it looks like the 1938-39 and 1941-48 books are very close to the printing stage while the 1933-34 and 1937 books are still under development. The 1935-36 and 1940 books are going fast so if you would like one you probably should order it now.

S.L. Ross' article in last month's Valve Clatter was really great and I'm sure that all of you enjoyed it as much as I did. It's always a pleasure to read about or talk to people in S.L.'s generation and their experiences with our beloved Ford V-8's when these cars were new or nearly so. And, it's especially delightful when the person relating the story is gifted both technically and literally as is S.L. Thanks for sharing your memories with us S.L.!

Please note that we will be returning to the Hunter House in Vienna for our March membership meeting. John Girman will be giving a presentation on Tribology. You can't run your V-8 for very long without being concerned about tribology, so come and learn more about it. And don't forget, we're going to the Frederick Parts Meet on the 30th – see details in this newsletter.

Happy V-8ing!
Hank

A Guide To Installing the heads on a Flathead Ford

By Dick Lauch (From the Nov. 01 issue of Puget Sound, RG #18)

Stock Ford V8 engines from '32 to '48 used studs and nuts to retain the heads and the '49 to '53 engines used cap screws with standard coarse threads. The coarse threads are necessary because they engage cast iron threads in the block; the coarse threads have more resistance to stripping than fine threads would have in the brittle cast iron material.

A bit of advice from one old pro is to use studs on all year models. The stud should have the standard coarse thread end in the cast iron block and a fine thread on the exposed end. Grade 5 studs should be used (or manufacturer's specified grade.) The use of fine threads to do the loading provides the desired clamping force with less torque input. For example, a 7/16 inch cap screw with coarse threads requires 65-70 ft-lbs of torque to equal the clamping force from a 7/16 inch fine thread nut torqued to 50 ft-lbs.

Tightening bolts into the block loads them and causes thread stress and wear, especially on the block threads. Putting the stud in the block first, then loading it with the nut allows the stud and nut to take the wear. You can change worn studs rather easily, but you don't know if there is wear in the hole from using bolts that could give you a wrong torque measurement and also hide a damaged block.

Studs and bolts stretch under load. That's part of the reason why torque measurements are so critical. If a bolt or stud has been torqued in, then stretched again when the engine is heated up, over-tightening may cause stretching beyond the rating of the bolt or stud. In some overhead valve engines with aluminum heads, the manufacturer suggests new bolts or studs with each installation because those studs/bolts are only able to take one stretching. The gaskets also need a specific clamping force to properly seal.

Now here are a few more pointers on installing the heads on our flat head Fords. Have the heads checked for flatness and mill them as necessary. Clean all studs, washers and nuts in clean solvent and blow-dry. Install the clean/new studs in the block. Use Fel-Pro brand (preferred by the pros) head gaskets. Use an anti-seize lubricant on the fine threads to aid getting the maximum torque into stud stretch rather than thread friction. Start the tightening procedure by hand tightening all the nuts. This will let you know if there is something in the nut threads or on the stud end which might add to the torque required to get to your proper torque amount.

Never use an air tool for this assembly work. Use a quality, click-stop torque wrench, have it tested for accuracy and handle it with care.

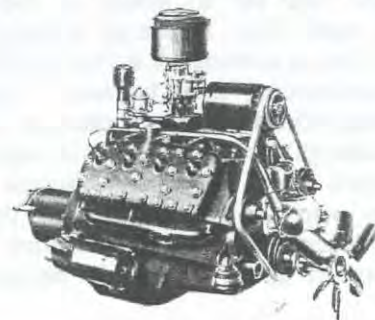
Even though you will be running the torque pattern several times, don't make the mistake of doing it from memory. One nut out of order could ruin your job. The first torque run should follow the book on proper pattern reaching about 60% for the total torque (exceptions per the owner's manual). Next run the pattern at 80-85% of the total and finish with the total torque.

Then start the engine **WITHOUT ANY WATER IN IT**, and run it for **ONLY 90 SECONDS** at idle and shut it off. This will allow the heat to distribute more evenly than with water in the block and heads. Let it cool. Re-torque the heads. Fill the engine with water, run it at idle until up to its proper operating temperature (a number of engine re-builders run new engines at 1,500 rpm's to warm them up and get good oil circulation into all the proper places because the oil pressure is full up at 1,500). Then shut it off and re-torque it again when it is cold. Do this step again until there is no movement in the nuts or bolts. Take the car for an easy drive, let it cool off and re-torque the heads again. This gentle step approach, with progressively increasing cylinder pressures, will reduce the possibility of starting a leak; once started a leak is difficult to cure.

What is actually happening with all the re-torquing is you are slowly and evenly squeezing the head gasket down and still maintaining the proper clamping force as the gasket is getting thinner.

If you rebuilt the engine properly, you may never have to take the heads off again. You probably aren't going to drive your old Ford far enough to warrant another rebuilding job. If you don't get the heads on straight (psychologically doesn't count) you will be back doing the job again until you get it right or until the compression ratio is up to about 20 to 1 from milling the warped heads a few extra times.

(Thanks to Dick D. and Gary D. for their procedure info in compiling this "How To") Happy Motoring.



HENRY FORD AND CHARLES LINDBERGH

By Von Hardesty

Henry Ford admired Charles Lindbergh for his extraordinary bravery in flying alone across the Atlantic in May 1927. In time, they met and a close personal friendship developed between the two men, one a renowned industrialist, the other the world's most celebrated aviator. Ford even tinkered with the idea of becoming a major figure in the evolving world of commercial aviation, being the corporate sponsor of the Ford Tri-Motor passenger airliner. In time, though, Ford abandoned this aviation activity.



During the years leading up to World War II, both men found they shared certain political ideas, in particular the feeling that the United States should not be drawn into another European war. This "Non-Interventionist" posture was very popular on the eve of Pearl Harbor. Once America entered the war, both men quickly abandoned their anti-war posture and joined the mobilization for war. While they shifted gears to meet the national emergency, many Americans were reluctant to forgive Ford and especially Lindbergh for their perceived defeatism.

When Lindbergh offered to rejoin the United States Army Air Corps, President Roosevelt refused. Lindbergh then turned to Henry Ford for an avenue to express his patriotism. In April 1942, Lindbergh accepted Ford's invitation to join him as a consultant at Ford's Willow Run plant, then manufacturing B-24 bombers. The B-24 Bomber was being refitted for mass production, and Ford wisely used Lindbergh's technical and flying expertise to make the program work. Lindbergh labored on the redesign of the nose and gun mounts for the Ford-manufactured bomber, adding much to its final wartime design. He also test flew P-47 Fighters equipped with

Ford-built 2000 hp Pratt & Whitney engines. In 1943, at the peak of wartime production, Willow Run had over 42,000 workers and, by 1944, the assembly lines at this facility were manufacturing 650 bombers each month.

Lindbergh eventually reached an active front in the war, arriving in New Guinea in 1944 to assist American fighter units to gain maximum range in their military aircraft. "Lucky Lindy" even flew several combat missions and was credited with one air victory against the Japanese.

Lindbergh once remarked, "the genius of Henry Ford did not depend much on logic for his business ventures. Intuition played a major part in his phenomenal success." As a pilot, Lindbergh admired a pioneering spirit he discerned in Ford's remarkable career. Both men could be stubborn and willful, seemingly inattentive to public criticism. Today, we see both men as major symbols of technology in the twentieth century.

WHEN THE STARTER STICKS

On many cars the self-starter operates on the flywheel and it sometimes sticks when the teeth of its pinion gear jam on those of the flywheel ring gear. When this happens the unusual practice is to place the transmission in the gear and then to rock the car back and forth. One expert on this subject says it is the forward motion that really releases the gears; that the backward motion is simply for the purpose of taking up the slack and to give force or impetus to the forward. That being the case it is advisable to use a slow easy push backward, giving the stronger and hardest possible push forward. Also high gear is the proper one to use as it gives the car the greater leverage on the engine.

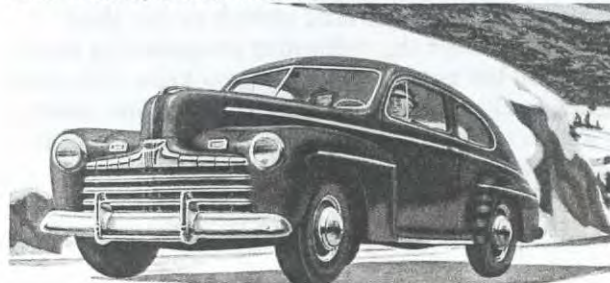
(Submitted by Jerry Lunt from the Agricultural Almanac, Lancaster, PA, 1933)

LETTER TO CLUB.

Dear Hank,

The Club is so lucky to have you! Dave Westrate alerted me of your mention in the "Valve Clatter" of our old '46 Ford V-8, now in the good hands of Eric and Nancy Sumner. All the work going on is a joy to me and my wife Joan. We are happy that it will continue to give pleasure, like we had driving it for 54 years. That V-8 is a mechanical marvel. Thank you for the salute.

Best Wishes, Bob & Joan Stewart



YEAR 2002 NORTHERN VIRGINIA REGIONAL GROUP AS OF FEB.28, 2002

| LAST NAME | FIRST,SPOUSE | ADDRESS | CITY | ST | ZIP | PHONE | EMAIL ADDRESS | CAR 1 | CAR 2 |
|------------|------------------|-------------------------|----------------|----|-------|--------------|----------------------------|---------------|----------------|
| Amster | Hank,Bea | 8543 Foal Ct. | Gainesville | VA | 20155 | 703-753-9575 | hankbea@erols.com | 41 S Dix Conv | |
| Blum | David, Norma | 9495 Coral Crest Lane | Vienna | VA | 22182 | 703-281-1654 | dnblum@erols.com | 53 Linc Conv | 39L/ Zephr4Dr |
| Brown | Ken, Mary | 7030 Upland Ridge Dr. | Adamstown | MD | 21710 | 301-644-1987 | kkenmbrown@aol.com | 42 S Dix S/W | |
| Burns | Ken, Helen | 10409 Stallworth Ct. | Fairfax | VA | 22032 | 703-978-5939 | kenb@headstartinfo.org | 41 S Dix S/W | 41 S Dix S/W |
| Chase | Paul,Elsa | 9016 Fox Lair Dr. | Burke | VA | 22015 | 703-978-5669 | p.a.chase@worldnet.att.net | 41S Dix 4 Dr | 52 Vic. Tudor |
| Clark | Bob,Betty | 4763 Tapestry Dr. | Fairfax | VA | 22032 | 703-323-5217 | bbclark1@juno.com | | |
| Cummings | Leo | 7922 Hill Stream Ct. | Springfield | VA | 22153 | 703-866-9707 | rpmhlc@aol.com | 50 Merc 2Dr | |
| Dawkins * | Steve,Jane | 624 Fleming St. #1 | Key West | FL | 33040 | 703-313-8652 | SPDJHD@aol.com | 47 Merc 4Dr | |
| DuBois | Hank, Cindy | 3627 West Ox Rd. | Fairfax | VA | 22033 | 703-476-6919 | hcdubois@juno.com | 35 3W Cpe | 35 3W Cpe |
| Farkas | Michael | 7294 Opal Rd. | Warrenton | VA | 20186 | 703-347-2781 | | 32 5W Cpe. | |
| Fox | Bill, Jo Ann | 23020 Old Hundred Rd. | Dickerson | MD | 20842 | 301-972-8319 | foxarchitects@erols.com | 34 Dix Rdstr | 34 D/L Fordor |
| French | John, Yvonne | 1881 Luce Creek Drive | Annapolis | MD | 21401 | 410-266-6964 | | 35 Tudor | 34 1 TonPanel |
| Frise | Barry,Denise | 8905 Southwick St. | Fairfax | VA | 22031 | 703-280-0776 | barryrise@yahoo.com | 36Conv.Sedan | |
| Gall | Mike | RD 1, Box 58 | Osterburg | PA | 16667 | 814-276-3848 | | 36 3W Cpe | 53 Linc. Conv. |
| Gibson | Stephen | 12107 Lime Plant Rd. | New Market | MD | 21774 | 301-865-9019 | | 40 Dix Cpe | 40 SedanDeliv |
| Girman | John,Patty | 10407 Hunt Country Ln. | Vienna | VA | 22182 | 703-242-1459 | jrgplg@aol.com | 46 S/DL Tudor | |
| Green | Cliff, Sandra | 6214 Militia Ct. | Fairfax Sta. | VA | 22039 | 703-426-2662 | dgreen@erols.com | 40 Dix S/W. | 36 Phaeton |
| Green | Russell, Tara | 42767 Summerhouse Pl | Ashburn | VA | 20148 | 703-723-9170 | rgreen@jeaelliott.com | | |
| Gunnarson | Dave, Sarah | 10707 Ellies Court | Fairfax Sta. | VA | 22039 | 703-425-7708 | gunnarson@erols.com | 35 1 1/2 Ton | |
| Handy | Wayne,Joyce | 6361 Lakeway Dr | Mechanicsville | VA | 23111 | 804-746-1376 | | 36 Tudor | 36 Sed Conv. |
| Hall * | Jeannette, Barry | 103 Spring Knoll Cir. | Fredericksburg | VA | 22405 | 540-373-1229 | moorehall@msn.com | 50 Cust Tudor | |
| Harden | Cliff,Judy | 10463 Dahlgren Rd. | King George | VA | 22485 | 540-775-9524 | | 41 S Dix S/W | |
| Hardesty | Von,Patricia | 4577 Rockfish Rd. | Grotoes | VA | 24441 | 540-249-8761 | von.hardesty@nasm.si.edu | 41 Sedan | 40 Del. Conv. |
| Hill | Jerry,Joyce | PO Box 7110,Rt.768 | Irvington | VA | 22480 | 804-438-5450 | | 40 Merc Conv | (2)40Merc.Std |
| Javaras | Jason, Dee | 6401 Harrison Rd. | Fredericksburg | VA | 22407 | 540-786-5819 | jeiretired@aol.com | 40 Std Cpe. | |
| Kunzman | Ray,Phylis | 4 Spring Marsh Circle | Savannah | GA | 31411 | 912-598-7204 | r.kunzman@worldnet.att.net | 40 Dix Conv. | 40 Sedan |
| LaBaugh | Jim | 8405 Stonewall Drive | Vienna | VA | 22180 | 703-573-9285 | jlabaugh@erols.com | 39 Dix S/W | |
| Lamonds | Oz, Karen | 13109 Dumfries Rd. | Manassas | VA | 20112 | 703-791-6090 | dyce.lamonds@gateway.net | 36 Phaeton | |
| Lebkicker | Myrtle | 19285 Loudon Orchard | Leesburg | VA | 22075 | 703-771-1475 | | | |
| Lombard | Don, Tina | 9505 Oak Stream Ct. | Fairfax Sta. | VA | 22039 | 703-690-7971 | don_lombard@faa.gov | 53Cust Tudor | 47S/DL Sd/Cp |
| Lumpkin | Tom,Beverly | 13817 Mills Ave | Silver Spring | MD | 20904 | 301-384-7318 | tbl13638@aol.com | 36 Dix Rdstr | 38 Std Fordor |
| Lunt | Gerald | 260 Parkway St. | Winchester | VA | 22601 | 540-667-3422 | | 41S/DL Fordor | |
| Martin | Frankie,Larrie | 3727 West Ox Rd. | Fairfax | VA | 22033 | 703-928-7136 | | 51 Cust 4door | |
| Mascali | Ed, Debbie | 2015 Pimmit Drive | Falls Church | VA | 22043 | 703-893-6429 | emascali@email.usps.gov | 33 Pickup | |
| Mason | Tom, Joyce | 6517 Fairland St. | Alexandria | VA | 22312 | 703-354-5490 | | 48Merc Coupe | |
| Mazzie | Bruce,Debby | 3100 Rolling Meadow Ct. | Monrovia | MD | 21770 | 301-865-7244 | | 34 Dix Rdstr | 41 SDIx Coupe |
| McDaniel * | Jim,Char | 7112 Ayers Meadow Ln. | Springfield | VA | 22150 | 703-569-6699 | jim.mcd@verizon.net | 51Cust Tudor | |
| McIninch | Dick, Joyce | 215 Stoney Creek W. | Nellysford | VA | 22958 | 804-361-2568 | olcarfn@aol.com | 36 Dix Fordor | |
| Morrison | Charles, Dorothy | 704 Plum Street Sw | Vienna | VA | 22180 | 703-938-7194 | grtscotv8r@aol.com | 35 3w Coupe | |

YEAR 2002 NORTHERN VIRGINIA REGIONAL GROUP AS OF FEB.28,2002

| LAST NAME | FIRST,SPOUSE | ADDRESS | CITY | ST | ZIP | PHONE | EMAIL ADDRESS | CAR 1 | CAR 2 |
|------------|------------------|------------------------|------------------|----|-------|--------------|-------------------------------|----------------|---------------|
| Mote | Michael, Alice | 4307 Birch Pond Lane | Fairfax Sta. | VA | 22033 | 703-222-0412 | | 34 5W. Coupe | |
| Myrick | Jerrel (Butch) | 1322 Madison Ave. | Front Royal | VA | 22630 | 540-635-7725 | | 46 SedanDeliv. | |
| Nelms | Carl | 4248 Allison Circle | Fairfax | VA | 22030 | 703-385-8328 | | 48 S/DLCoupe | |
| O'Neill | * Patrick,Diane | 9902 Rand Drive | Burke | VA | 22016 | 703-249-9593 | schugoneill@erols.com | 37 1/2T Pickup | 36 Std Fordor |
| Painter | Victor | 129 S. Fenwick St. | Arlington | VA | 22204 | 703-792-2441 | | 52 Panel | |
| Pieper | Steve,Wendy | 3047 Promenade Place | Oak Hill | VA | 20171 | 703-860-2801 | swrcpieper@erols.com | 40 Pickup | |
| Potter | Buzzy,Ginny | 10700 Lockland Rd. | Potomac | MD | 20854 | 301-299-9099 | | 36 Phaeton | 36 Fordor |
| Roebuck | Jim,Diane | 13026 Smoketown Rd. | Woodbridge | VA | 22192 | 703-491-3942 | mjroebuck@comcast.net | 48 Merc Fordor | |
| Ross | S.L.,Lela | 8358 Orange Ct. | Alexandria | VA | 22309 | 703-360-3310 | slross@erols.com | 36Conv.Sedan | 48LincContCab |
| Ryan | John | 108 Tapawingo Rd.S.E. | Vienna | VA | 22180 | 703-281-9686 | john@ryanweb.com | 32 Tudor V8 | |
| Selly | Bill | 12111A Elm Forest Way | Fairfax | VA | 22030 | 703-679-9462 | BSelley@PrimaryMulticraft.com | 41 1Ton Panel | |
| Shaw | Tom, Sarah | 38756 Lime Kiln Rd. | Leesburg | VA | 20175 | 703-771-9374 | trihickory@netzero.net | 51 Cust. Conv. | |
| Simons | Bill, Liz | 4526 N. 41st St. | Arlington | VA | 22207 | 703-536-3648 | bsimons@rustinsurance.com | 34 Dix Rdstr | 34 Tudor |
| Smith | Steve,Marilyn | 13490 Lake Shore Dr. | Reston | VA | 20171 | 703-793-0559 | SBSmith12@aol.com | 41S/DL SedCpe | 40 Pickup |
| Spero | Art | 3459 Cornice Place | Lake Ridge | VA | 22192 | 703-491-6158 | artspero@aol.com | 40DixOprCpe | 35 Pickup |
| Stewart | Robert, Joan | 3107 Juniper Lane | Falls Church | VA | 22044 | 703-534-4056 | | 46 S/DL Tudor | |
| Summer | Eric,Nancy | 1355 Oakshire Ct. | Herndon | VA | 20170 | 703-709-4164 | summershack@aol.com | 46 S/DL Tudor | |
| Sweet | * John | 20 Jeremy Court | Sterling | VA | 20165 | 703-810-8393 | jsweet@erols.com | | |
| Sykes | * Gates,Janice | 460 Grove Heights Rd | Berkeley Springs | WV | 25411 | 304-258-1858 | gates@intrepid.net | | |
| Vaughn | Hubert(Red)Dorot | 3306 Royal Glen Ave | Davidsonville | MD | 21035 | 301-261-4395 | | 40LincContConv | |
| Vincent | Bill, Louise | 31 Beech Drive | Stafford | VA | 22554 | 540-752-0162 | | 40 Dix Conv | 35 Fordor |
| Weinstein* | John, Audrey | 6036 Calloway Ct. | Centreville | VA | 20121 | 703-818-2737 | | 52 F3 1T.Truck | |
| Weich | Gene,Jeanne | 1771 Macedonia Church | White Post | VA | 22663 | 703-869-7475 | welco@visualink.com | 36 Cpe,47P.U. | 51 Fordor |
| Westrate | David, Barbara | 11605 Helmont Dr. | Oakton | VA | 22124 | 703-620-9597 | dlwbaw@aol.com | 39 Dix S/W | 39 Std S/W |
| Whelihan | Alan,Joan | P.O.Box 221 | Adamstown | MD | 21710 | 301-469-4808 | awhelihan@aol.com | 40LincConCab | 47LincConCab |
| Wild | Bob, Jane | 143 Mosby Circle | Warrenton | VA | 20186 | 540-347-0725 | Rwild2129@aol.com | 51 Cust. Conv. | 42 S/Dix Conv |
| Williams | Martin,Kathy | 516 Beauregard Dr.S.E. | Leesburg | VA | 20175 | 703-777-2987 | williamsm@waterborne-env.com | 39 Pickup | |

* = new address/name

100TH ANNIVERSARY CELEBRATION

Ford Motor Company's 100th anniversary is approaching! We're looking forward to celebrating this prestigious milestone with employees and enthusiasts around the world.

Ford Motor Company has had a major impact in its first 100 years, with accomplishments such as revolutionizing manufacturing with the assembly line, establishing the importance of its workforce with the \$5 per day wage, and more recently, launching lifetime learning centers, and the redevelopment of the Rouge Plant.

But more than accomplishments, the company has personally touched the lives of people in virtually every corner of the world with its breakthrough products, technologies and services across all automotive brands-Volvo, Mazda, Lincoln, Ford, Mercury, Jaguar, Aston Martin, and Land Rover and thanks, as well to our other businesses-Ford Credit, Quality Care, Kwik-Fit and Hertz. This anniversary gives us the opportunity to not only reflect on our accomplishments over the last 100 years, but it allows us to share our vision for our company, our industry and our business in general for the next 100 years.

The company will celebrate throughout the year in 2003. A special weekend is being planned in Dearborn for June 13-16th, 2003. For those of you planning to travel to Dearborn in June 2003, information will be posted on this website early in 2002 to help make your lodging arrangements.

As we continue to develop and finalize our plans and activities, we will continue to update this website. Please check back periodically for the latest information.

Thank you for your continued enthusiasm and support. We truly appreciate your interest and look forward to celebrating with you in the future.

<http://www.ford.com/en/ourCompany/centennial.htm>

Submitted by **Dave Gunnarson**

TURN SIGNALS *Ray Kunsman*

Here is an unsolicited testimonial for a relatively new electronic turn signal system for our old cars.

First, is there really a need for turn signals? Retro fit turn signals have been around for years, but as long as you can signal with your left hand and arm, why bother? You should. Here's why. Assuming that a majority of new cars had turn signals, say in 1960. If you were 16 in 1960, your 58 now and really have never used hand signals.... for the last 42 years! More to the point, today, the average 16 year old first year driver probably thinks your giving him (or her) the "you know what" sign when your actually signaling a right hand turn. Worse, to a majority of today's

drivers the manual left hand, pointed index finger turn signal immediately translates to: "lookie over there" !

To the rescue comes a new turn signal system from Electro-Tech, Inc., 8836 Xylite St NE, Blaine, NM 55449. First, the bad news. They are not inexpensive. Intro price \$169.95, (reg price \$189.95), and an economy version with a toggle switch instead of the steering column lever, for \$129.95., plus \$8.95 S&H for any version. However, if you agree that you usually get what you pay for, that bromide clearly applies to this product.

To me, the big advantages of these turn signals are:

- No extra (usually ugly), exterior signal lights to install. This system works thru your existing front park and rear brake light filaments.
- Wiring is simple, use new wire from each corner. (The Company will supply wire for an extra \$20. no fuss/no muss)
- The computerized controller is the heart of the system; attaches to the underside of the dash and also includes the interior directional lighted status indicators...blinkers,
- All roads lead to Rome, and all wires lead to this controller under the dash.
- Has a 4-way flasher mode
- All signal flashing is accompanied with that distinctive "European" audio"e au, e au, e au"
- -The turn switch housing is well made, the one I bought is machined aluminum, it's small and has that retro look. They also come in natural, black anodized or bead blasted.
- --The EFV8Club does not deduct judging point for installed turn signal systems.
- -and lastly..."Peace of Mind" / "Insurance"...My cars came with limited safety equipment: juice brakes, safety glass...and I'm thankful for that. Now that these new turn signals are installed my next project has to be...seat belts. Any leads out there?

MYSTERY MEMBER - SEE PAGE 8



MYSTERY MEMBER

Look out James Dean, there's a new guy in town and that old flathead Merc of yours is no contest for his Hemi! It's summer in 1960 and that 16-year old is me, Hank Dubois between my junior and senior years of high school. I just had to have my picture taken with my Dad's pride and joy, a dark gray and silver 1958 Chrysler New Yorker sedan with the legendary 392 cubic inch/345 horsepower hemi engine. While Dad owned Ford and Chevy trucks, he was partial to Mopar cars, Chryslers in particular. This was his first New Yorker. Six more followed with the last being the '89 that I now own. The '58, however, was his and my favorite. Later New Yorkers were plusher and rode better but they didn't have the performance of the '58! Although it weighed 5300 lbs., the awesome torque and power of its hemi engine provided a really thrilling and memorable driving experience. Dad knew that that kind of performance was too tempting for teenage boys and he never let me or my two brothers drive it without he or my Mom being present. (We had the farm pickup (a '53 Chevy) and later, a '60 Plymouth 6-cylinder sedan, for our solo excursions.) As I remember, Dad didn't get to drive the '58 very much on family outings. Instead, he played referee since my brothers and I always wanted to drive it! **Hank Dubois**

SIGHTING!



Dave Westrate sent in this photo "You never know where you will see a woodie! I found this one crashed into a wall in the Crystal City Underground by National Airport!"

FIRST SWAP MEET OF 2002
AACA Sugarloaf Mountain Region
Frederick MD Fairgrounds
Saturday, March 30, 2002
Vanpool leaves Fair Oaks Mall @ 8:30 am

HANG ON TO THOSE OLD CARS ...

by Bill Simons

...they may be worth something some day! I recently traveled to Phoenix, Arizona on business and, one free evening, decided to visit the Barrett-Jackson car auction in Scottsdale. It was a Saturday night, and the rumors were circulating that Jay Leno and Tim Allen were in the crowd. I never saw them, but I did scope out the cars waiting for the auction block. I admired a nice green '39 Zephyr, a black '33 Packard coupe, and several '34 hot rods. But one of the most interesting cars was a 1958 Desoto Firedome convertible, completely original, with 98,600 miles. It was in beautiful condition (with those great MOPAR fins!) and revealed only a few paint dings and chips. The sign on the windshield said, "Garage kept for 44 years." The seller was the car's *second* owner who had purchased the car in 1987 from its original owner in Potomac, Maryland!

Big money was no problem for the bidders. During the hour I spent watching the auction, I saw a '99 Shelby go for \$115,000 and a '98 Dodge Viper, for \$95,000 (it was, however, #51 out of only 100 produced). A couple of Corvettes went for BIG bucks – a '65 for \$115,000; a '67, for \$140,000; and a '56 T-bird, for \$101,000 which was, according to the announcer, a new world record!

It was a "big buck" night for me also. No, I didn't buy a car, but staying in Phoenix without transportation, it cost me almost \$100 including tip for cab fare to get to Scottsdale and back. But it was worth it!

WANT AD

Wanted: 33-34 Ford rear axle assembly. Also need miscellaneous 32 Ford parts (running boards, etc.). John Ryan 301-469-7328 or 703-281-9686 e-mail: john@ryanweb.com

BANCROFT CORNED BEEF HASH

Here's an idea for St. Paddy's Day!

1 lb. corned beef brisket, uncooked
3 cups cold boiled potatoes
½ cup cream
Salt and pepper to taste
¼ cup butter

Boil corned beef until well done, about 3-4 hours. Coarsely grind or chop meat. Dice potatoes and add to corned beef. Mix cream in well until all ingredients are thoroughly blended. Season to taste. Brown hash in butter over slow heat. Turn hash over and brown other side. Serve hot. Serves 4. This world-famous recipe originated at the Hotel Bancroft, Saginaw, Michigan in 1865. From *The New Ford Treasury of Favorite Recipes from Famous Restaurants*.



V8 CALENDAR NVRG



March

- 12 **NVRG Member Meeting, Program: Tribology**
by John Girman
Refreshments: Jack Sweet
- 30 **Frederick Flea Market, NVRG Event**
- 26 **NVRG Board Meeting**

April

- 9 **NVRG Member Meeting, Program: Steering Wheel Restoration & DMV Regulations** by Dave Westrate & Dave Gunnarson
Refreshments: David Blum
- 13 **Poker Run, NVRG Event**
- 18-21 Spring Carlisle
- 20 Poker Run Rain Date
- 30 **NVRG Board Meeting**

May

- 4 **Willow Croft Wine Tour**
- 11 **Fairfax Car Show, NVRG Event**

- 14 **NVRG Member Meeting**
Refreshments: Dave Westrate
- 18 Winchester Apple Blossom Meet
- 28 **NVRG Board Meeting**
- 29 EFV8 Central Nat'l Meet, Oklahoma City, OK

June

- 11 **NVRG Member Meeting**
Refreshments: Dave Gunnarson
- 16 Sully (Fathers Day)
- 25 **NVRG Board Meeting**

July

- 2-6 EFV8 Western Nat'l Meet, Park City, UT
- 9 **Club Picnic, Nottoway Park**
- 17-20 EFV8 Eastern Nat'l Meet, Vernon, NY
- 30 **NVRG Board Meeting**





BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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

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Activities: **John Girman** 703-242-1459
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**