



# VALVE CLATTER

Northern Virginia Regional Group



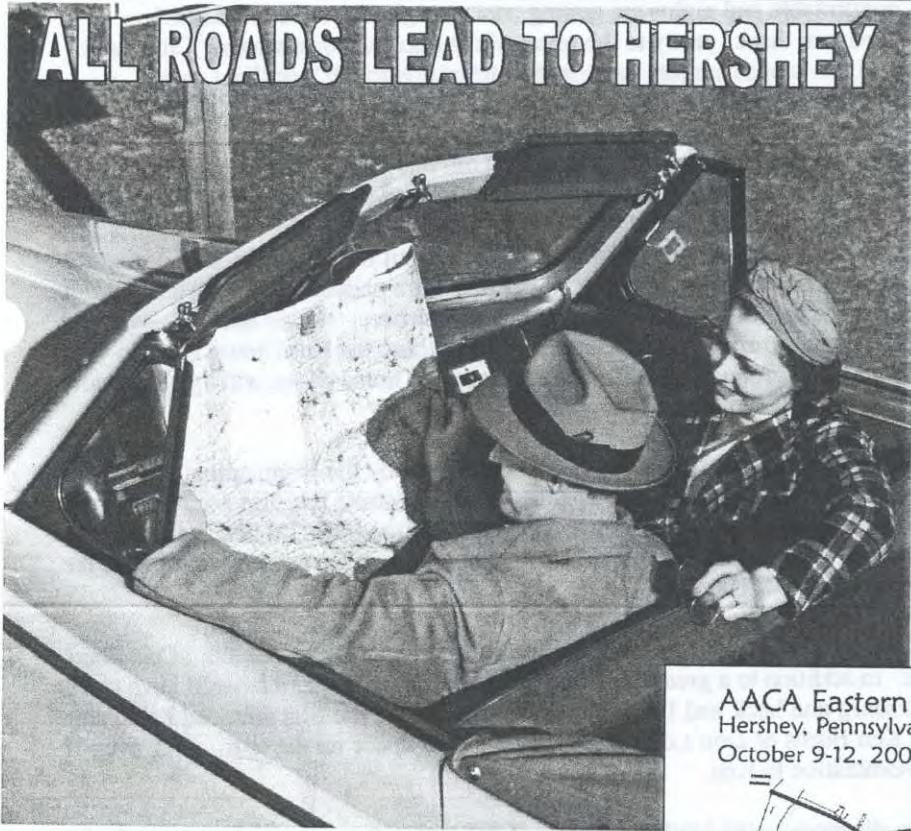
THE EARLY FORD V-8 CLUB OF AMERICA  
Regional Group 96

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

Volume XXV, No. 10

October 2002

Cliff Green, Editor



If you have never been to Hershey, than you have missed the Super Bowl, World Series of the old car hobby, although the Grand National Meet in Dearborn is the the biggest for our EFV8C club, it only happens every five years.

Words can not describe the size of this event – we can talk about it for 15 minutes and still a few comer will be impressed!

If you miss the event, next month's *Valve Clatter* will have the experiences of five or six members and the November meeting will feature 100 + digital images of the show.

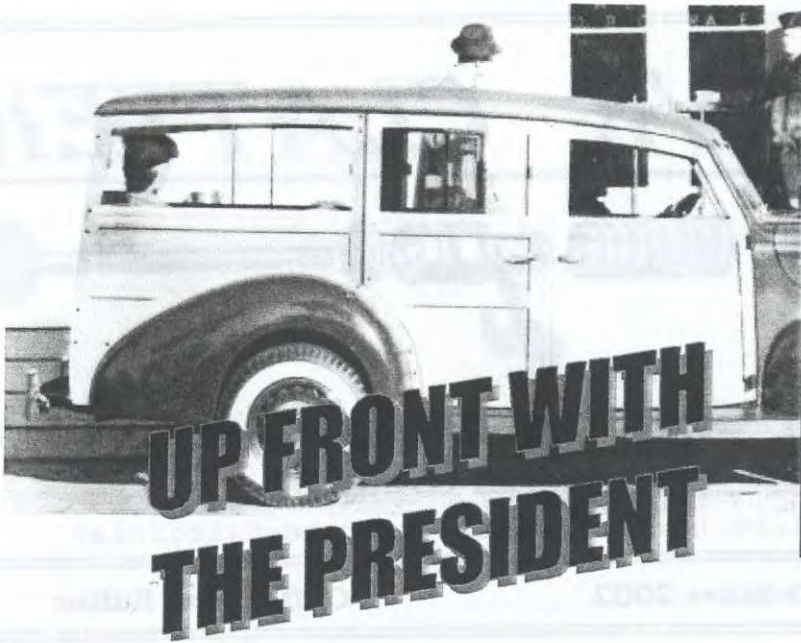
For you day trippers it is encouraged to leave to get there prior to 8:00 or earlier to miss the commuter traffic in Harrisonburg!

AACA Eastern Division National Fall Meet  
Hershey, Pennsylvania, hosted by Hershey Region.  
October 9-12, 2002



Map is tentative and not to scale. Be sure to check your registration packet or contact a Hershey Region representative for an official map upon arrival.

You are encouraged to visit the NVRG camp site, located behind the Longmead's Farm house, down a slight hill, across from home plate of the ball field, next to a pond., Look for the banner. There is day parking in the ball field. Join us for happy hour and later Penn Hotel.



## OCTOBER 2002

**F**all is here! Days are getting shorter and more comfortable and nights are getting cool enough to produce some early fog. We've also started getting some much needed rain thanks partly to the onset of the tropical storm season. Cindy and I just got back from Vermont and the trees on the higher slopes are just starting their transition to fall's brilliant colors. A few more weeks and we should start noticing the same thing around here!

It looks like Hershey, the "Mecca" for antique car buffs, will have quite a few changes again this year. Preliminary information put out by the AACA indicates that the show field will be around the new stadium which is located where the green field used to be and the car corral will be behind the old stadium. Vendors will be located in the white, chocolate and blue fields and in a new red field set up around the old stadium. So, the majority of vendors will be located on pavement or other hard surfaces which should make mud slogging a thing of the past in the event of wet weather. A lot of NVRGers are planning to be at Hershey this year and it would be great if we could all get together at the end of each day to share our experiences. Happy hour starts around 4:00 PM each afternoon at the Selley/Gall/Westrate/Gunnarson/Burns/Sumner et al. campsite behind the Farm house and silo with dinner following at the Club's reserved table at the Penn Hotel around 6:00PM. After dinner on Thursday, we will again preview the Blackhawk Auction cars on display at the Hershey Lodge. It should be a lot of fun!

At the September meeting, members unanimously voted to adopt the slate of candidates put forth by the Nominating Committee for the Club's 2003 Board of Directors. Steve Pieper, Dave Gunnarson, John Girman, Dave Westrate and Jim McDaniel were elected for 2-year terms with Jim rejoining the Board after a several years' absence. On behalf of the Club, I'd like to thank these men for their past and future service to the NVRG. And, speaking of elections, please take a moment to send in your ballot for National Directors. The ballot was stuffed in the July/August V-8 Times.

Plans have been finalized for the Lebkicker Tour on October 18-20 and I encourage you to join the growing number of members who have already signed up for this very special tour. In addition to a great fun-filled agenda, I'm predicting that we'll have some nice fall foliage to view as we tour down to Williamsburg and back and I'm hoping that this will be the best attended Lebkicker Tour yet. Call the motel to reserve a room and call Ken Burns or Don Lombard to reserve your space on the tour. And, even if you can't go, please submit your Lebkicker Award nomination to Ken.

As many of you already know, Cliff Green has been diagnosed with bladder cancer. Cliff underwent surgery for removal of a tumor on September 6 and will undergo further surgery later this month. Meanwhile, in keeping with his indomitable spirit and devotion to the hobby, he plans to be at Hershey, go on the Lebkicker Tour, and continue working on the Valve Clatter. Let's all keep Cliff, Sandra and family in our thoughts and prayers as he faces this serious health challenge in the weeks ahead.

Remember, there is **no meeting** in October but we will be meeting in November to review and relive Hershey and this year's National V-8 Meets. Hope to see you at Hershey and on the Lebkicker Tour!

Happy V-8ing! - Hank

# 'Can't imagine not having' 1942 Ford Super DeLuxe

On Feb. 10, 1942, just 65 days after the Japanese attack on Pearl Harbor, the U.S. government shut down civilian automobile production in order to produce war munitions.

Before production ceased, Ford Motor Company had manufactured hundreds of the top-of-the-line Super DeLuxe station wagons, each of which carried a base price of \$1,125.

Following World War II, civilian auto production resumed with most manufacturers offering 1946, 1947 and 1948 models that were only slightly altered prewar cars.

That's when Ken Gross became intimately acquainted with a 1948 Ford Super DeLuxe wood-bodied wagon. He was a high school student in Swampscott, Mass. — back when grocery stores still delivered food to the customer's doorstep. He delivered food for the Farm Store in a 1948 Ford provided by the grocer. The teen-ager spent many happy hours behind the two-spoke steering wheel.

That was before he went on to a career as an automotive writer. Various cars have come and gone into his life, but the memory of the old Ford woody never faded.

In 1998, knowing of his father's fondness for the car of his youth, Christopher Gross, lead singer of the Spin Doctors, urged him to take action and buy such a car to fulfill the need — or at least the want.

Mr. Gross, then director of the Petersen Automotive Museum in Los Angeles, contacted a broker specializing in wood-bodied station wagons. He requested a 1946, 1947 or 1948 Ford similar to the grocer's car.

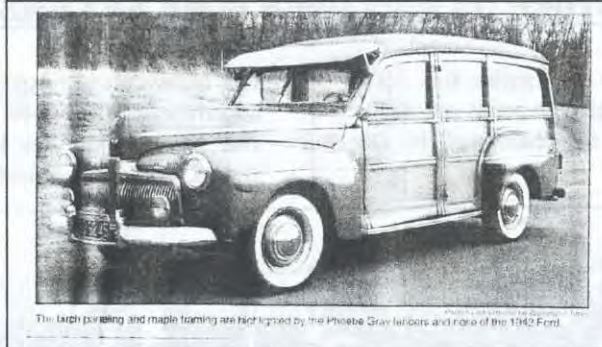
The broker sent him leads on several cars; however, by the time Mr. Gross arranged to have a trusted friend inspect the car, it was sold.

"I didn't want to buy a car sight unseen," Mr. Gross explains.

Finally, the broker suggested a 1942 Ford, virtually identical to the postwar models.

A hesitant Mr. Gross said he wanted a Columbia rear end.

"You can put one in," the broker countered.



The birch paneling and maple triming are best kept by the Phoebe Gray folks and none of the 1942 Ford

Mr. Gross remained reluctant until the broker offered a money-back deal if he weren't satisfied.

The Phoebe Gray metallic 1942 Ford with birch-wood panels in a maple skeleton was trucked from Chicago to the Peterson Museum where an amazed Mr. Gross said, "It's as advertised, only better." A cursory inspection disclosed that the car did, indeed, have a Columbia rear end. Each of the 14 panes of flat glass survived the trip to California.

Mr. Gross fired up the 239-cubic-inch 1948 Mercury flathead V-8 that had replaced the original 221-cubic-inch Ford V-8, and happily drove on 6 x 16-inch tires the 13 miles to his home, at the time, in Manhattan Beach, Calif. At 3,468 pounds the wagon is the heaviest Ford car built in 1942.

"This is a great engine," Mr. Gross enthuses. "It runs as well on seven cylinders as it does on eight."

Mr. Gross installed headers so that he could have dual exhaust pipes with the accompanying delightful sould tumbling through the Smithy mufflers. "Since it looks like a motor boat," Mr. Gross said, "It should sound like a motor boat."

As Mr. Gross recalls, the old Ford woody wagon transcends social and economic classes, which enhances their appeal. "People make a big deal of three-row seating now," he observes, "when it was available 60 years ago."

This prewar Ford abounds in nice touches including an eight-day Waltham clock that works, Mr. Gross boasts. He points out that adjoining the wood-grained portions of the dashboard is honey-colored plastic trim, offered only on 1942 models.

At the base of the two-piece windshield is the plastic knob to control the vacuum-powered windshield wipers.

Under the dashboard is the three-door heater that could actually warm the cavernous interior if the outside temperature weren't too cold.

Above the windshield is a bona fide aftermarket Fulton sun visor and protecting the front of the rear fenders are rubber gravel guards.

"The wood is mostly original, which I like," Mr. Gross said. The top is supported by 19 longitudinal wooden slats. "The wood symbolizes an era," Mr. Gross said. "When I drive it down the street, it makes people happy. It makes people smile."

The records indicate that Mr. Gross is the sixth owner of the Ford, which once was a Warner Bros. property. "It's just a thoroughly nice old car," Mr. Gross explains. "It's relatively trouble-free."

The handsome Ford has roll-up windows in the rear doors, a first in 1942. To accommodate the metal-shrouded spare tire on the tailgate, Ford continued to use a 1941 rear bumper with a clearance relief — even though it did not match the heavier-appearing 1942 front bumper.

While in California, Mr. Gross never hesitated to take his rare Ford on 150-mile coastal trips with wife Trish, son Jake and daughter Kayla.

Last August, the family moved to Virginia, with the Ford following a month later undamaged.

"With the eight vacuum-tube radio warmed up, the wood body creaking and seven of my best friends aboard," Mr. Gross said, "what could be better than that?"

Mr. Gross concludes, "I can't imagine not having one."



Ken Gross wrestles with the tailgate on his handsome 1942 Ford Super DeLuxe station wagon

This is the text of a three-minute lecture that was given frequently at the Ford Exhibit at the 1940 NY Words Fair. The original 5 page, double spaced, yellowed sheets, were included in the back of a 1940 Dealer show room presentation album that I bought. I have donated this item to Jim Edison who has the most extensive 1940 literature collection in the country.

*Sharp eyed V8'ers will note that the picture is of a 1939 chassis (floor shifter), also, they don't wear cowboy hats in NY! – I could not find a 1940 picture. Editor*

### **LECTURE ON ROLLOVER FORD V8 CHASSIS.**

Ladies and gentlemen, if you'd like to examine this Ford Chassis for a few moments, I'll be glad to point out some of it's interesting features. This is the chassis of the De Luxe Ford V8 for 1940.

When you see today's Ford on the road, the size of it is the first thing that impresses you – the bigness of it compared with what you used to expect in a low price automobile. I think most of you will have that same feeling, too, when you look at this chassis. The overall length from bumper to bumper is more than 190 inches. The springbase, from here to here, is 123 inches – longest of all low price cars.

Let's take a look at the modern combination of proved features, which gives the Ford such a comfortable ride. These large tires are really the "first line of defense" in cushioning your ride. Big tires absorb many road shocks before they have a chance to be transmitted any farther. But beyond that, the smooth Ford ride results from a combination of three factors, giving us what we call "triple-cushioned Comfort." These three factors are the transverse spring suspension, the double acting hydraulic shock absorbers, and the "floating-edge" seat cushions built into the body. Of course you can't see those seat cushions on this chassis, but you're welcome to try them in one of the finished cars on display.

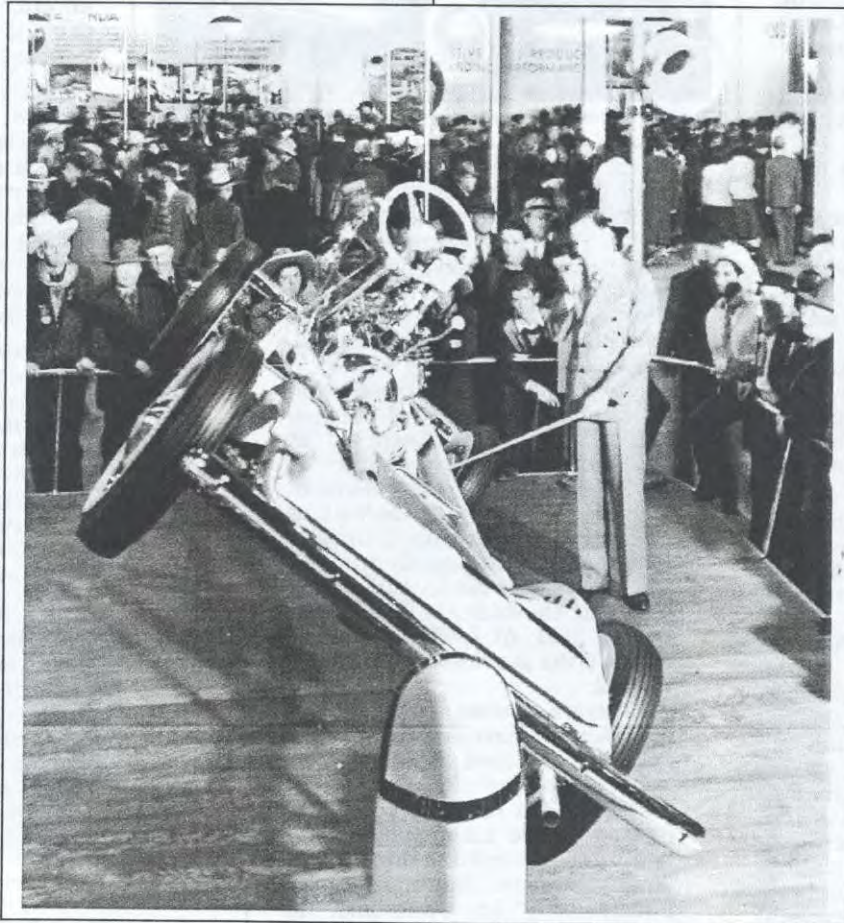
The transverse springs you see here have several important improvements for 1940. They are softer, both front and rear. The front spring has been lengthened approximately two inches, and the vertical mounting of the shackles gives it greater freedom of action. You can feel the great improvement in riding quality when you drive over a rough road. Ford spring is internally lubricated – and the De Luxe Ford has metal spring cover that keeps out water and dust, and prolong the effectiveness of the lubrication.

Our four hydraulic shock absorbers are double acting – that is, they control spring action in both directions. The shock absorbers, too, have been improved for 1940. They have a self-sealing packing gland that retains the fluid for a much longer time – means less frequent servicing.

I'd like to call your attention to the features, which give us what we

call a stabilized chassis. If you have driven a modern Ford, or watched it start and stoop and accelerate, you've undoubtedly noticed the absence of bobbing and dipping. The front end doesn't nose up when you start or nose down when you apply the brakes. You get level starts, level stops and a level ride. The feature responsible for this are the transverse leaf-type spring, the torque-tube drive with front radius rods, and the low center of gravity.

The full torque-tube drive with front radius rods is exclusive with Ford in the low price field. This design relieves the



spring of any job except cushioning the load. It also holds the axle in alignment with the frame, reducing tire wear, and helping to improve stability on turns. Too, as you can see, it gives you a fully enclosed drive shaft, protected from excessive wear caused by dust and dirt.

Here, in the frame, you can see one of the reasons for the Ford's low center of gravity, an important stability feature. It is a double-drop frame of double-channel type. By double-drop we mean that the frame drops down both behind the front axle and ahead of the rear axle, to help bring the center of gravity down closer to the road.

Double-channel refers to the construction of the side members and that brings us to the strong, rigid construction of this Ford frame. The X-members join the side members at these points and extend clear to the end of the frame. This is true at both ends of the frame. In other words, we really have two complete frames in one, one set inside of another. This is a very strong type of construction, and the sturdy X-members further reinforce the frame at the center and give addition rigidity.

Here's one of the important features for 1940 – the new finger tip gearshift, mounted on the steering post. It's handy, fast in action, easy to operate, makes it more comfortable for three passengers in the front seat, and enables the driver to enter more easily from the right side of the car. And the design of the mechanism makes this new gearshift and important contribution to the quiet operation of the car.

Notice the modern, two-spoke steering wheel, designed not only for beauty, but to provide an exceptionally good view of the instruments in front of the driver,

You can see the quality construction throughout the entire chassis. It is evident here in the semi-centrifugal clutch, which gives easy pedal action without danger of clutch slippage and power loss at driving speeds. You can also see it here in the transmission. All Ford cars for 1940 have the costly "blocker" type of transmission used in the Lincoln-Zephyr and the Mercury, which makes gear shifting very easy and quiet. Silent type helical gears are used for all speeds.

The rear axle is of the reliable  $\frac{3}{4}$  floating type; that is, the weight of the car is carried on the rear axle housing, not on the axle shafts. The axle shafts are left virtually free to transmit power to the rear wheels. Another quality feature is the driving pinion, which is straddled mounted. There is a bearing both ahead of and behind the pinion to hold it in alignment under the most severe strains. The result of this construction is longer life and quieter operation.

The Ford cars for 1940, as a matter of fact, are unusually quiet in operation. This is due not only to the scientific

soundproofing of bodies, but to the attention given to the chassis as well. We've already mentioned the contribution to quiet provided by the new fingertip gearshift. Rubber insulators are used in many places; here, in the shock absorber connecting links, in the ball socket in the front radius rods, in the engine mounting and around each bolt attaching the body to the frame. These new wheels, what we call a curved-disc type, are so designed that they reduce tire and road noise. And the new type brake drums now used for the Ford hydraulic brakes are quieter in operation.

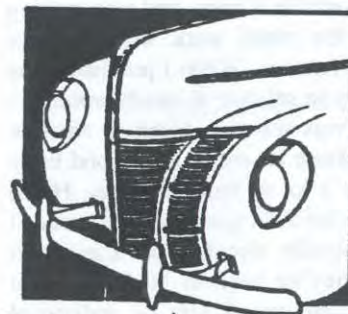
Speaking of the Ford hydraulic brakes – we'd like you to notice the size of them. This is an important safety feature, and one to check carefully. These big 12-inch drums, with 162 square inches of brake lining area, mean fast stops and longer brake life. Pedal pressure is exceptionally easy, and braking pressure is equalized for smooth, straight line stopping. The parking brake is connected directly to the rear wheel brakes by these steel cables. It is a separate braking system.

The battery capacity has been increased 20% to 120-ampere hours, and the generator capacity is also increased for 1940 to take care of the greater electrical load with the new Sealed Beam Headlamps, and provide ample reserve for any electrical accessories.

We have said nothing here about the famous Ford V8 engine, because in another part of our exhibit you can see a Ford engine completely taken apart and put together again, and learn its quality features. Don't miss that exhibit, because there you will see one of the most important engine improvements in many years – the use of hardened steel cylinder liners which increase engine life and reduce oil consumption to a remarkable degree.

Thank you

*I have seen pictures of the roll over chassis at different fairs during the V8 years. It was a popular display. In Las Vegas, at the Imperial Palace Auto museum, they have a restored cut-a-way 1946 Ford chassis and engine. I believe Bob Drake has one too. Editor*



**'40's forever**

## MY TRAVELS WITH CHARLIE – PART 1

Ken Burns

It seems like the last couple of issues of the **Valve Clatter** were chock full of interesting stories by club members regaling us with tales of their adventures as they traveled around our great country pursuing their V-8 dreams. My saga this month isn't fraught with passing through airport security with a bag full of money and a toolbox or the challenge of remaining awake for countless hours on the way to Texas or with the unique experience of driving a V-8 to a National Meet or the thrill of purchasing a great new road-ready V-8 and driving or trailering it home. Actually, my story is a continuation of Charlie Morrison's saga of the Tindallmobile that you read about last month. As you will recall, when Bill and Sylvia moved to Ohio, they left their two V-8s behind while they found a new home and got themselves settled. Bill found club members who would be willing to store the cars until the appropriate time. So far, so good. After some roadside mechanical work by various club members the '48 Tudor ended up in Charlie's garage and the '46 Convertible (ex-Dick Lebkicker car) found refuge in another club member's garage. Somehow or other these two cars needed to eventually end up in Ohio. But before I get to how the '48 made it to Ohio I need to provide you with a little background.



Several years ago I bought another '41 Woody, now affectionately known as Woody II. I must be afflicted with the same disease that infected Hank Dubois, Dave Westrate and others who purchase duplicates of cars they already own. Woody II is a low mileage original car that had been stored in a tin-roofed shed for many years. Unfortunately the shed roof started to leak and the car received heavy water damage to both the wood and the floor pan. You can see what the "barn-fresh" car looked like on our NVRG Web site. The man I bought the car from did an excellent job disassembling the car, documenting everything with pictures, cataloging all the parts, marking and saving everything. He completed the mechanical work, found a near mint floorboard in Kansas and was making good progress in completing the metal work when he was forced to sell the car for health reasons. When I purchased the car I wasn't sure whether I'd try to salvage as much wood as I could and replace that which was rotten/missing or whether I'd just bite the bullet and purchase an entire new wood body from one of the vendors. After a lot of thought (okay, Helen called it procrastination) I decided I'd replace all the wood. I called several vendors and finally decided on Cincinnati Woodworks (CW) in Ohio. They've been in business about twenty years and make complete wood kits or individual replacement pieces. Business must be good at Cincinnati

Woodworks. I put my name on the "wait-list" in the Spring of 2001. This held my place until CW was ready to put me in their production schedule. About this time last year CW called to say that they were ready to start work if I was still interested. To get things rolling I needed to send in a hefty deposit and work would begin on the body. CW estimated the body would be ready for delivery sometime in June/July of this year. Throughout the late Spring and early Summer I called CW on a fairly regular basis to check on progress. My original plan was to have the kit pieces crated and shipped by freight to my warehouse in Alexandria. However, some where along the line I heard that Charlie was contemplating trailering Bill's '48 out to Ohio for him this summer. A quick check in the trusty National Geographic Atlas showed that Cincinnati was about an hour south of Dayton where the Tindall's now live. I began to think that maybe I could piggyback on to the delivery of Bill's car, save a significant amount of money and also provide Charlie a little company on the trip. All of this is a kind of round-about way of saying that eventually Charlie and I made plans to deliver Bill's car to Dayton, drop down to Cincinnati to pick up the wood body and then head back to Virginia.

Charlie and I finally settled on the weekend of August 10<sup>th</sup> as the best possible time for us to make the trip. Unfortunately, Bill and Sylvia were going to be out of town at a family reunion but Bill made arrangements for us to drop the car of

with a friend of his. Charlie, Cliff Green, Hank Dubois, John Girman, and perhaps others worked diligently to get Bill's car running (who knew what sort of a driveway we'd encounter at Bill's friend's house?). As the weekend approached, the '48 was finally up and running. Charlie borrowed his son's open car trailer and along with Hank Dubois loaded the '48. Our plan was to leave Vienna on Saturday morning, August 10<sup>th</sup>, drive out to some place between Columbus and Dayton, spend the night and then deliver the '48 to Bill's friend on Sunday morning. After that we'd drop down to Cincinnati, scout out the location of CW, find a place to stay and on Monday arrive at CW about the time they opened, load the wood body and hit the road for home hoping to make it back home on Monday afternoon/evening. Basically everything went as planned. I got over to Charlie's house a little before 9:00 am on Saturday, August 10<sup>th</sup> and after a few last minute checks we hit the road. We drove up Route 15, picked up I-70 and then hit I-68. As we traversed the mountains in western Maryland Charlie's trusty 351 powered F-150 never missed a beat.

I got a geology lesson from Charlie as we climbed toward the huge gap cut through the mountain on I-68. A really spectacular sight, but we didn't stop as we were men on a V-8 quest. Soon we were through Maryland, West Virginia, Pennsylvania, West Virginia again and on into the flatlands of Ohio. The trailer pulled flawlessly and we really made good  
*Travels (cont)*

time between the Ohio border and Columbus. I commented on how well the trailer tracked and towed at high speed with no swaying or bucking. Charlie explained that tongue weight was extremely important and went on to tell me how to calculate the proper tongue weight and how to then measure it accurately. If you're having problems towing I strongly suggest that you give Charlie a call.

We passed through Columbus and started looking for a motel about half way to Dayton. We took a little side trip to buy some adult beverage, found a motel and settled in for the night. Sunday morning we hit the road fairly early and arrived at Bill's friend's house just after 9:00.



Good thing the '48 was running because the driveway was circuitous and several hundred yards long. There was no way we were going to be able to maneuver the trailer in and out of there. I hopped up into the '48, hit the starter and the engine sprang to life immediately. Good work, NVRG pit crew! With the car safely in the garage we headed off to Cincinnati planning to scout out where CW is located and find a motel close by. We found CW without any problem. It's located in an old industrial section of the city where some of the factories and plants date back to the mid 1800's. A lot of very interesting buildings but not an area with a lot of tourists or a motel where we could maneuver the trailer. We opted to find a place to stay right across the river in Kentucky. After settling in, we went over to spend the afternoon with Charlie's granddaughter, Trisha and her fiancée, Jim. Jim's parents joined us for dinner that evening at a local rib emporium. Charlie and I hit the sack early since we anticipated a long day on Monday. *Stay tuned for Part II in November, Editor*

### **SEPTEMBER MEETING**

*Tom Shaw*

**Hank Dubois** asked for Club members to bring an item of interest to the September meeting as a fill-in program considering Cliff Green's medical condition. As usual, many members responded to the hue and cry with some very interesting displays of flat head related parts.

**Bill Simons** brought in newly chromed bumpers for his 49 Woody wagon. He showed great trust in passing the sparkling new chrome work round for everyone to admire. We were told of

the chrome business in Pa. that did the impressive work and the cost seemed reasonable to all in the audience. Perhaps the name, address, and telephone number could be included in the next issue of the Valve Clatter.

After rummaging through boxes and boxes of parts, **Dave Westrate** found two jacks hidden in his unrestored 39 woody. Dave thought he had wasted good money on buying a restored bumper jack when he found the two additional jacks. He later discovered that the two old jacks did not belong to the Ford family of tools. None of the members could help Dave in identifying the two jacks, however. Looks like good flea market material to me Dave.

**Ken Burns** showed us an impressive book loaded with hundreds of pictures of Ford photographs. Many of these pictures were used for advertising purposes and were of great quality.

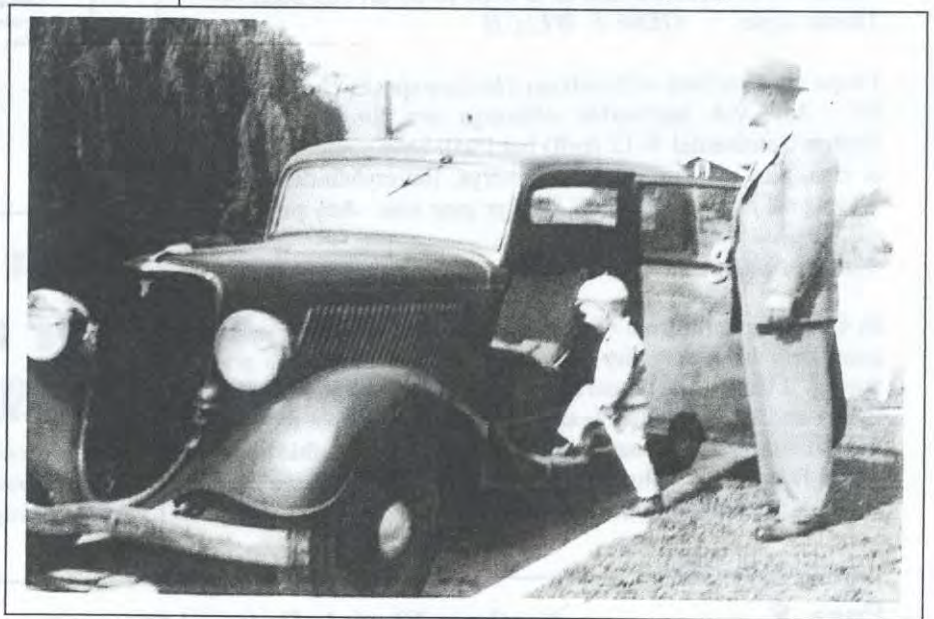
**Ed Mascali** shared with the members a brake bleeder kit that can be used with one person operating the brakes. This eliminates the need to call for a friend or spouse to come to the garage to activate the brake to bleed the lines.

**John Girman** showed us the carburetor that came off his newly purchased 1953 Victoria. This carburetor was missing the vacuum hole in the back of the main body. This carburetor brought him home from the point of purchase, Richmond, Indiana-525 miles, to his home in Virginia.

A most interesting presentation was made by our Club President on the progress of making a hot rod out of his 1935 five-window coupe. Hank briefed us on the type of wheels, rear end and engine going into the car. He brought along a nifty 39-truck transmission that appeared to be ready to be put back together and installed in the car. Hank explained in detail how the transmission worked and how difficult it is to find old transmissions that have gears still worth putting into a restored one. According to **Hank Dubois**, the 39-truck transmission is the strongest and most reliable of the Ford transmissions. This one should hold up under the strain of a beefed up Mercury engine.

### **MYSTERY MEMBER**

See page 8 for answer to this month's Mystery.



## MYSTERY MEMBER

This picture was taken around 1945-46, probably, just after the war. My Dad was taking me for a rare Sunday ride, no doubt. We lived in the Maryland suburbs at the time. The old '33 Tudor definitely needed some care but survival took precedence over image in those days.

Jason Javaras

## EMAIL BAG

Cliff, next weekend I will be going to St. Paul, the first of several author's presentations I will be making for my new book on Charles Lindbergh -- it is called Lindbergh: Flight's Enigmatic Hero. I want to alert you to the fact that there is one sidebar on the relationship of Lindbergh to Henry Ford. The book has an amazing 370 illustrations to accompany my text. It will be released by Harcourt this coming November. I will show it to you and others in due course, since there is a Ford link in it. The text also tells about Lindbergh's job with Ford at the start of WW II. *Von Hardesty*

Cliff, the 2002 National Woodie Club Wavecrest at Moonlight Beach in Encinitas was spectacular (especially if you like woodies). There were approximately 300 woodies ranging from a 1928 Chev 4 cylinder to a 1953 Buick Extate Wagon. One of the rarest was a beautiful 1947 Nash Suburban. Fords easily outnumbered other makes. A car hauler from Texas had two '51 Country Squires offered for sale both needing total restoration, one priced at \$9,000 and one at \$3,000. There was one '42 Ford woodie there with an interesting feature. The car had a metal roof that looked very "factory original" I talked to the owner who said the metal roof had been put on by the original owner who worked in a defense plant during world war II. He must have been a sheet metal worker. Moonlight Beach is a beautiful location overlooking the Pacific Ocean a few miles North of San Diego. *Bob Wild*

Thanks to Cliff Green for the intake manifold and to Paul Rose for his hard work--- my 1936 Fordor Ford is getting close to good old test drive day .We have overhauled the the drive train and rewired the whole car-new W W W and brakes-I will leave the rest as is-hope to be driving soon---- Thanks again *GENE E. WELCH*

I hope our members will visit my Hershey spaces choc CP 61-62. My V-8 applicable offerings are limited (mostly Zephyr/Continental V-12 stuff) but I will have some V-8 odds & ends plus my Ford Optima batterys, BatteryMinders, high volume oil pumps and NEW Zephyr gear sets. Any publicity will be greatly appreciated.

*Alan Whelihan*

Hi Cliff and Hello from Ohio. Thanks again for being such a great help in getting my 48 moved off the street this past Spring. I know the experience was a frustration for you. Sylvia and I have finally bought a house but unable to move in until Aug 30. The experiences we had in getting this house would fill a book. There is great V8 club here and we have joined. It is about half the size of NO VA.

In case you did not know, the 46 Ford convertible I sold to a fellow in this area, has now won a Dearborn at the NY meet this month. Did you have a good time. Sorry I missed it. Will make 2003 for sure. Again, Thanks for being a true reason for what a club is all about.....Helping when needed. *Bill and Sylvia Tindall*

## FOR SALE/WANT

For Sale: A 1957 T-Bird-312 V8-AT-PS- A number 1 show car- It is bronze with a white top-one of the best you will find- Asking \$41,500.00 or make offer. 1951 MGTB Rds-runs and drive VG-green body-need tops-asking \$10,500.00 OBO 1972 Chevy Chevelle Malibu Sports Coupe-307 V8 AT-low mileage and always garaged-bronze body/with vinyl top-asking \$6,900.00 Gene Welch

For Sale: '40 Ford engine. Completely rebuilt by Gunther's with new pistons, rings, rods, crank, valves, water pumps and oil pump. Ready to go in your car. \$3,600. '40 Ford pair of new Fryer water pumps. Still in box. \$360. '34 Ford rolling chassis with hydraulic brake set up. Painted. \$1,000. '50 Ford convertible. Sheridan blue. Ground up restoration about 10 years ago. A beautiful car you can take anywhere. \$29,000 (301) 865-7244 Bruce Mazzie

Wanted: Transmission floor covers for '39 Deluxe and '36 in good condition. Hank Dubois (703 476-6919).

Wanted to borrow: 18mm tap for cleaning the sparkplug threads on a cast iron head. Dave Gunnarson 703-425-7708

Wanted: 1936 brown face glove box clock. Wayne Handy 804 746-1376.

Hank Amster, Treasurer  
Northern Virginia Regional  
Early Ford V-8 Club Of  
8543 Foal Court  
Gainesville, Virginia 20108

September 9, 2002

Dear Mr. Amster,

Enclosed is my \$15.00 membership fee in the regional group. I met so many nice people from your area in Vernon, New York, I just wanted to be a member of your local chapter.

I own a 1940 Ford DeLuxe Business Coupe, garnet in color with leather interior and equipped with a Columbia rear end. I received my second Dearborn Award this past Eastern Regional Meet.

Sincerely,

*David W. Ayers*  
David W. Ayers #8166  
722 Peck Street NW  
Roanoke, Virginia 24017

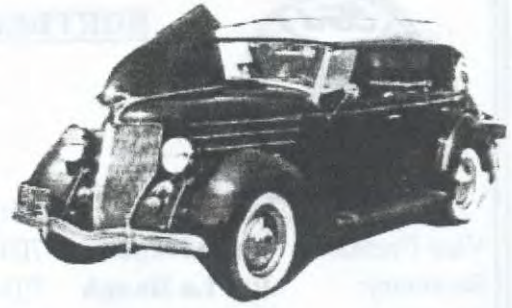
## Not to late to sign up for the Lebkicker Tour to Williamsburg!

Eleven couples are going, so far!! Don Lombard and Ken Burns have driven the route twice to check everything out for a smooth tour!





# V8 CALENDAR NVRG



## October

3-5 Carlisle

8 **NO MEMBERSHIP MEETING IN OCTOBER BECAUSE OF HERSHEY CONFLICT**

9-12 Hershey . There are changes in the field layout – check the AACA web site for map.

19 Rockville Antique & Classic Car Show Glenview Mansion at Rockville Civic Center

18-20 **LEBKICKER OVERNIGHT TOUR** Put this two night tour on your calendar now!

Saturday arrival is an option. Contact Don Lombard 703-690-7971

26 Bay Region AACA Meet in St. Michaels, Md.

29 **NVRG BOD MEETING**

## November

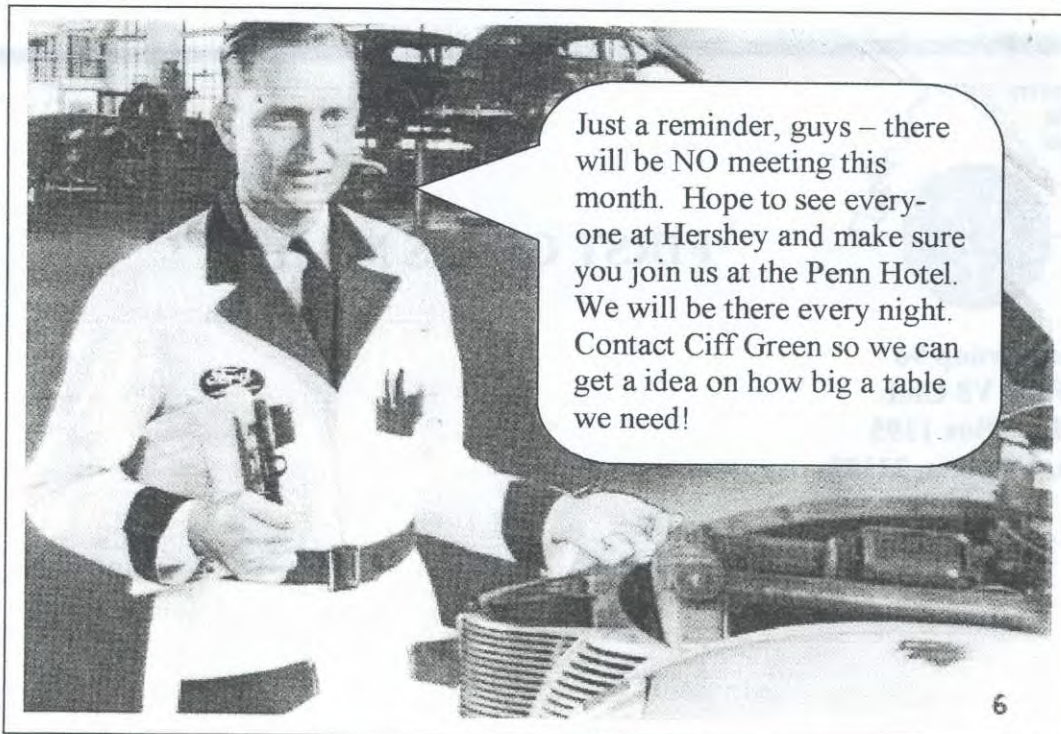
12 **NVRG MEMBERSHIP MEETING.** Program: Slide show review of Vernon Nat'l Meet and Hershey

TBA NVRG garage tour

26 **NVRG BOD MEETING**

## December

7 **NVRG Gala Christmas Party,** Country Club of Fairfax





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



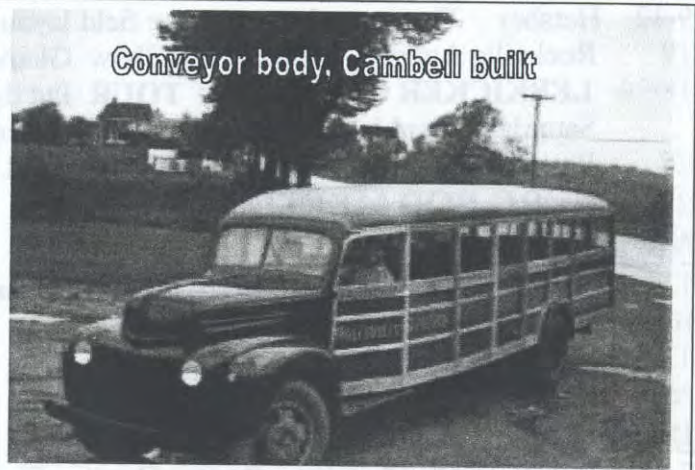
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Historian: **Don Lombard** 703-690-7971  
Newsletter: **Cliff Green** 703-426-2662  
Web master: **Gunnarson@erols.com**

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**

Conveyor body, Cambell built



**FIRST CLASS MAIL**

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