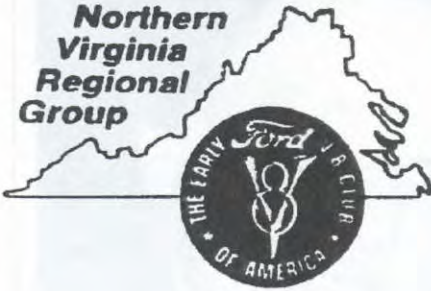




Northern  
Virginia  
Regional  
Group



# VALVE CLATTER



**THE EARLY FORD V-8 CLUB OF AMERICA**

Regional Group 96

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

Volume XXVI, No. 2

February 2003

Cliff Green, Editor

## COLD WEATHER AND COOL CARS - JANUARY GARAGE TOUR

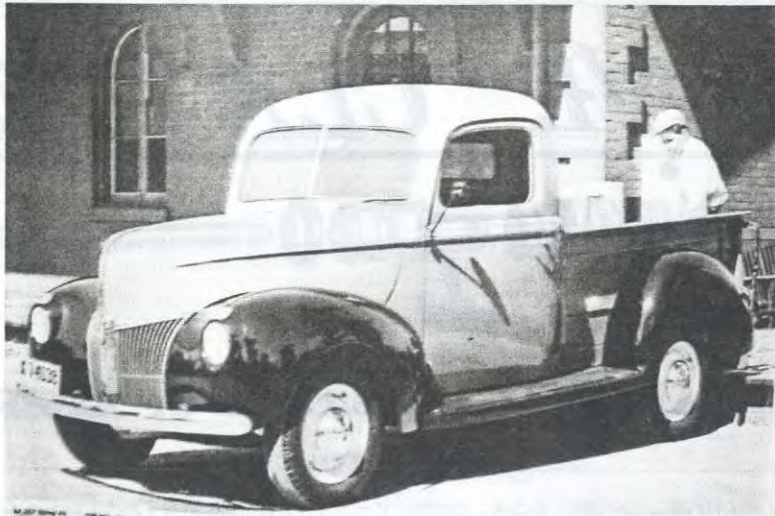
*Hank Dubois*



Planning anything in January around here is tricky. With a record number of members signing up for Ken Gross' garage tour, I was hoping for at least "normal" (mid-40's) temperatures for the event. However, as the 25th drew nearer, it became clear that Mother Nature wasn't about to cooperate. On the appointed day, the thermometer stood at a windy 17 degrees as hearty V-8-ers gathered at the usual Fair Oaks departure point. Certainly it was too cold to expect members to bring out their beloved V-8's. But wait! Was that a V-8 we could see as we drove up at 9:00 AM? Indeed it was! Charlie Morrison had decided to throw caution to the wind (literally) and drive his pretty '35 Coupe replete with twin parade flags and Christmas poinsettias on the grille. It was going to be a true V-8 tour after all! I led the way in our modern car but it was Charlie and his '35 following directly behind us that set the pace and the mood for the group as we drove the scenic route to Hamilton, Virginia.

(Continued on page 6.)





## UP FRONT WITH THE PRESIDENT

February 2003

This year marks a very special milestone, our 25th anniversary! We received a commendation from Waymon Brownlee, our national director, this past month along with a certificate (a copy of it will be in the next issue) commemorating the event. There are still five among us who are original members. They are: Hank Amster; Nick Arrington; Cliff Green; Bill Selley; and co-founder, Mike Gall. Congratulations to all!

Also in this issue is a summary of last month's tour to Ken Gross' home and garage. Many thanks to Ken and his wife, Trish, for hosting a large number of us, who thoroughly enjoyed seeing his cars and extensive hot rod flathead intake manifold collection. If you are like me, you just can't get enough of old Fords, and related automobilia such as motorcycles, engines etc., and Billy Potter has graciously invited all of us to his new garage for yet another chance to "take in" more mechanical wonders of the past. Details of this tour are covered on another page. These member-sponsored garage tours are very popular, and if you don't mind having an enthusiastic group over to your garage, please let tour directors Hank Dubois or John Girman know.

Speaking of tours, Don Lombard and Ken Burns have re-upped as Lebkicker tour directors. There is no small investment of time that is devoted towards making this event successful and because of that, it is never too early to start the planning for this year's tour. Both Don and Ken would like your input. If you have any thoughts or suggestions on how long, where or when, please contact either person.

This issue of the Valve Clatter is a joint effort of editors since Cliff Green is in sunny Florida at press time! Thanks to John Girman for wrapping up the issue. Thanks also goes out to Bill Simons for stepping up to the call of duty and managing the July picnic for this year.

At the last Board meeting, we learned that our club's hat and jacket program has been a huge success. Minimum quantities exist, so if you have a desire to be properly and fashionably dressed at the next event, please call Eric Sumner to reserve your order. Hank (treasurer for life) Amster gives us his annual treasurer's report in this issue and auditor, Dave Blum, gave a big thumbs up on the financial comings and goings of the club this past week. Thanks guys! Lastly, Ken Burns, our web master, reminds us to visit the site <<<http://clubs.hemmings.com/v-8northernvirginia/>>> often, since announcements, articles, tech talk, and pictures change frequently. The next time you see any of the folks mentioned above, be sure to thank them for their efforts.

It seems as if we have a great start on the New Year and as we begin our second 25 years, let's remember what makes this club special and successful .... the members being involved and active. See you at the next event, *Steve*



## SOLID STATE VOLTAGE REGULATORS

Editor

After reading an excellent article in July-August "The Way of the Zephyr" about solid-state regulators, I decided to convert! I weighed the cost of \$130 against reliability of the original equipment. I have had the experience of a voltage regulator point sticking and hence smoking the generator. The cost was about equal to find a NOS regulator and have the generator rebuilt. Granted, this has happened only once in 33 years of driving the woodie, but prior to just recently there were no other options but to remain stock! This solid state will take one of the parts of the charging system out of the worry equation!

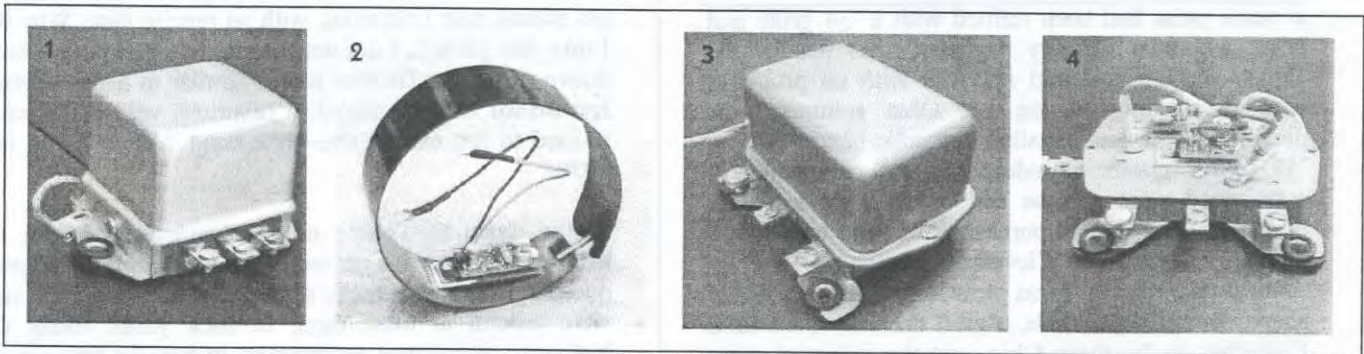
James Peterson makes the solid-state conversions using your part – an 01A- regulator used from 1940 to '47. The covers are different for each year – the 1940 are plain, whereas later years have script depicting which wire goes where. Jim says, "The old mechanical relay type of voltage regulation was satisfactory in its day, but is quite primitive in comparison to today's precise solid state regulation". He restores the case, painting it cadmium and replaces the screws and ground wire – it is in show condition! Jim even provides two rivets to replace the screws that hold the cover on temporarily.

The following note accompanied my "new" part: *"Cliff, The complete original configuration will work with the solid-state reg. The correct charging voltage is set for approx. 7.25 volts. You have to be careful if you use a digital voltmeter near a running engine. Some meters pick up the electrical noise emitted by the ignition wires and can give you false readings. An old style analog meter is usually best when working on these old cars. I have a Fluke digital meter which is*

*pretty much immune to this problem but some meters are real bad. The battery condition meter on your '40 Ford is a voltmeter, which operates by heating a bi-metal strip with a small heating coil. You never know how accurate they are unless it is tested. Once you put this new regulator on your car, which has been accurately set, the meter should read in the green. If it reads otherwise you could have it checked by putting 7.25 volts across it and see if it reads in the green. If your '40 regulator is grounded with a short braided wire to the firewall, you should also install an additional grounding strap somewhere on the car between the engine and body. This is to make sure there is no voltage difference between the firewall and generator. Later in 1940 Ford started providing an additional ground wire in the harness between the regulator and to a ground stud on the generator. This cured any regulation problems caused by voltage differences between the generator and firewall. Take Care, Jim"*

Jim also makes the rare 1939 little square regulator (91A-10505) that was made for only one year (actually late '38 sported this (81A-) along with a two brush generator). These gems were impossible to find – but no more. Also, Jim has help for the three-brush generator crowd too. How about a generator cover band with a solid-state unit inside that replaces the duties of the cut out! Of course a dummy cut out is mounted on top to fake the judges.

Jim Peterson may be called at 541-390-0438 or write POB 884, Bend Oregon 97709 for instructions. Don't be surprised if he calls you back from Prudoe Bay, Alaska where he spends some months at the oil fields. The long nights are occupied with solid-state restorations!



1) Small square 81-A/91A reproduction. 2) Generator cover band with solid state for three brush. 3) 01A cover with no vertical script. 4) The guts! Photo credit to Jim Peterson



## OLD SLIDES, OLD CARS, OLD MEMORIES

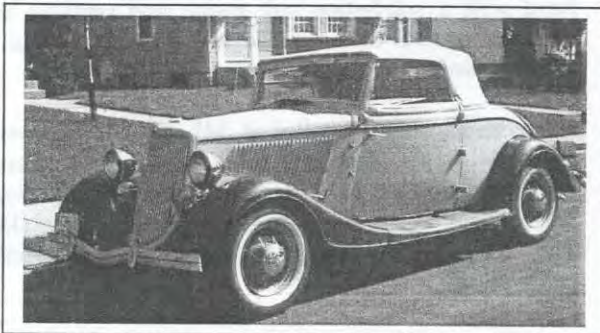
*By Von Hardesty*

Antique car enthusiasts, often to the despair of their spouses, are mindless collectors of memorabilia. Recently I had the delight of discovering a dusty box of old slides that had remained in attic-style storage for nearly four decades.

Opening this nearly forgotten box of slides prompted great excitement, not unlike being at the opening of King Tut's tomb! There were some 42 slides from 1965-1969, chronicling my youthful fascination with old cars, in particular Fords. At the time, I was a graduate student at the Ohio State University.

Looking at the slides, I encountered images of cars I once owned and others that had caught my fancy at the time. I have selected three cars for comment because they say something about my youthful interests and the nature of the hobby in that now distant decade: a 1933 Ford convertible, a 1940 Ford convertible, and a pre-war Lincoln I came across on the outskirts of Columbus, Ohio.

The Ford convertible came with a title suggesting it was a '33 model. Fellow club member Bill Simons examined the photo and suggested that my car was a hybrid of sorts: he discovered some residual '33 accessories such as the hub caps, but noted that the car



at some point had been refitted with a '34 grille and hood. My own memory suggests other details: the engine was original and ran well with no problems with overheating in the hot Ohio summers; the previous owner had installed hydraulic brakes (with a '57 Chevy master cylinder); and the car sported a customized paint scheme with a tan body and dark brown fenders. When I purchased the Ford for \$800 in 1964 from a man in Cleveland (anxious to free up some garage space!), I was pleased with its mechanical shape, always dependable, a great driver in treks from Columbus to Northern Ohio, and the object of great attention whenever I drove it around the campus of Ohio State.

While the '33 Ford was the object of great affection for me, my real dream at the time was to acquire a '40 Ford convertible. This personal passion could be traced



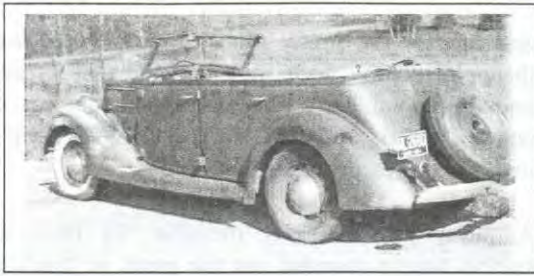
back to my junior high days when I watched with considerable envy an upperclassman cruise around my small town in a red '40 Ford convertible! Finally, I realized my dream in 1966, when I traded my '33 Ford for a '40 Ford then at a garage near Delaware, Ohio. The '40 was not original in many key areas: it was equipped with a '39 Ford floor shift and was powered by a post-war Ford flathead engine. No less striking, the '40 Ford convertible, as the photo shows, had been painted in a peculiar way.

For me, however, this car was the stuff of dreams. Most important, I could own it even with my near penniless existence as a graduate student. In retrospect, I should have waited for a more pristine version of a '40 Ford convertible to surface, but I acted irrationally, urged on to find the car of my dreams. I would keep the car for many years, making meaningful steps to restore it, only to sell it reluctantly to another avid devotee of '40 Fords in 1990. The siren call to have a '40 Ford convertible continued to beckon me, though, and in 1999, I found yet another one – only in this case a fully restored Dearborn winner.

The 1939 Lincoln shown here was parked at the side of gas station near Columbus, with no precise date. Why did I take this photo? I am not certain, but I may have been drawn to the car because it was similar to a car a friend had owned in high school, a luxurious vehicle we once cruised to the many drive-ins around Akron in the late 1950s.

Seeing again this photo of an abandoned Lincoln (to modern sensibilities a car worthy of restoration) prompts a question: was it eventually scrapped? Many pre-1950 cars were around in those days, in back yards, along the highways, and around gas stations. In fact, the first old car I ever purchased (perhaps in 1963) was a '37 Ford coupe, which I obtained from a guy at a gas station near Painesville, Ohio for a sum of \$250. In the same decade of the 1960s, I helped my father retrieve a '36 Ford Phaeton from a back yard in Mentor, Ohio for just \$200, a car my father later revived, repainted, and installed a new top – all





for less than \$500. An avid collector and trader, he once picked up stylish '37 Hudson Victoria coupe for a mere \$50 – a car that required only a new clutch. One of the jewels I encountered in those years was a '37 Ford sedan with only 15,000 miles on the odometer: no money, alas, to pick up this car from the retired woman teacher eagerly seeking a buyer.

One lingering memory of those days, at least in Ohio, was the easy way we all shared parts. My aforementioned '33 Ford, as I remember, came with an extra grille in excellent shape: I gave it to a friend who needed it – this was no great act of generosity on my part since others gave me parts even without prompting in those more innocent days in the antique car hobby. When I boldly drove my '40 Ford to the Montreal Exposition in 1967, I remember a gasoline station owner going to the back of his garage to retrieve a tail light lens for me. Also, on the way back home through Ontario, I stopped at a junk yard and picked up some missing chrome trim for my '40 convertible, for just a few dollars (the junkyard was filled with old Fords).

Perhaps my father instilled in me a love of old Fords. Old family albums show him, as a newlywed, standing next to his new 60 hp-powered Ford sedan, a car he proudly boasted he drove “out the door” for \$645 in the fall of 1936. The passion moves from one generation to the next: my own son, Stephen, has developed a keen interest in '40 Fords, a consequence no doubt of traveling around with me over the years. But for him, the context of collecting and restoring Fords is not the same, although he benefits from a more organized and active Ford club network than I encountered in the 1960s.

My slides suggest that the 1960s was indeed a special time to make one's debut into the world of antique cars. Old cars were around in abundance, parts were available for minimal cost, and there was a certain informality to the hobby, often a contrast to the competitiveness one encounters these days.

Seeing these images also brings to mind the painful realization that you foolishly let many great cars slip away – a melancholy feeling we all share with or without a box of old slides!

## TOUR OF BUZZY & SON BILL POTTER'S GARAGE AND AUTO COLLECTION AT CABIN JOHN & POTOMAC Saturday, Feb 22<sup>nd</sup> – 10am

### EMAIL FROM BILL POTTER

My garage is 40'x100' and after we finally got it up, one of the guys on the crew remarked that it was so big it looked like a circus "Big Top". The name kinda' stuck so I guess you could say that it's a garage tour to Billy's Big Top. Since you guys last visited in 1997, I built a 40'x50' loft to hold my old motorcycles and spare parts. It's just amazing how quickly a garage can fill up.....I'm already saving for an addition!

Let's shoot for 10:00 AM and after the troops have seen all they want to see we'll head up to Buzz & Ginnie's. Light refreshments will be served at both locations. Better tell them to dress warmly if it's a cold day because the Big Top has no central heat yet.

Directions: I'm easy to get to because I'm just off 495 on the MD side of the American Legion Bridge. Coming from VA, be in the far righthand lane when you cross the bridge. As soon as you cross the bridge take exit 41 which is the Clara Barton Pkwy. The ramp to the pkwy. will suddenly fork - take the left fork. Stay on the pkwy. until it ends after about a mile or so. Make a right at that stop sign which will put you on MacArthur Blvd which is the road that we live on. Go about a mile; go around the fenced in thing in the middle of the road; go another 100 yards and look for the little cape cod house on the right. That's my sister's house but we share the same driveway. The number on her mailbox is 8700. Come down our driveway and turn left. If you get lost, my cell phone # is: 301-466-2610.

**THE NVRG WILL MEET FOR  
BREAKFAST - 8AM AT THE BOB  
EVANS RESTURANT ON THE  
NORTHEAST SIDE OF RT123 AND  
I66. WE WILL CAR POOL FROM  
THERE. DON'T MISS THIS TOUR!!**



*Continued from page one.*

Upon arriving at Ken and Trish's lovely new home in Hamilton, we found that the members who had driven directly there were already in the garage.



Ken welcomed the rest of us into what we quickly realized was his special place. The heated, oversized 3-car garage, which is attached to the house by a walkway, has an extra high ceiling to accommodate a Backyard Buddy lift and houses Ken's truly unique collection of old Fords and flathead collectibles. Ken's gleaming black '32 hot rod roadster, parked at the far end of the garage in front of the refreshments table, quickly attracted a crowd of admirers. This award-winning car was built in the tradition of the great classic hot rods of the post-war period, the period considered by many to be hot-rodding's "golden era". Ken designed and directed the construction of every aspect of this car to reflect his vision of the ultimate traditional Ford hot rod. And, it shows! Craftsmanship is impeccable and, except for a very few hidden items that improve performance and reliability, the supercharged, flathead-powered roadster incorporates only pre-'56 Ford parts and looks as nice underneath as it does on top! Ken says that all that chrome work under the car sure makes cleanup a lot easier! The car also goes as good as it looks and, according to Ken, easily holds its own against high-tech, bowtie-powered street rods on rod runs.



A nice black '39 convertible powered by a '50's-era Chrysler hemi engine with dual 4-barrel carbs also got a lot of attention from our erstwhile V-8-ers! This traditional-style hot rod was meticulously constructed and incorporates a number of modern components such as a Tremec 5-

speed transmission, Ford 9 inch rear, and an A/C system hidden under the dash and in the glove box. The exterior

and interior are pretty much stock and the wear marks in the paint on the door tops indicate that it has been driven and enjoyed a lot! Ken purchased this car in its present condition and says that the torque of its hemi engine really makes it a great road car for trips.

A pretty Phoebe Gray metallic '42 Ford Super Deluxe station wagon rounded out the gems in Ken's garage. This very rare woodie sports a 59A engine but is otherwise all original and includes a Columbia rear. Last fall, it was featured in Vern Parker's "Out of The Past" column in the Washington Times. (See last October's newsletter). It is interesting to note that, counting Ken's woodie, our Club now has 3 of Ford's rarest wood station wagons within its ranks!

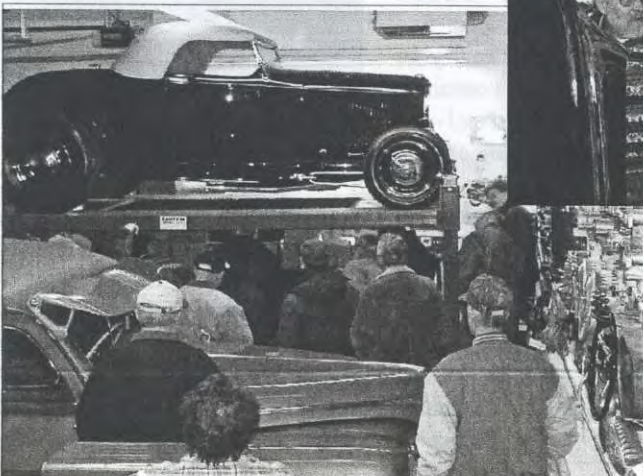
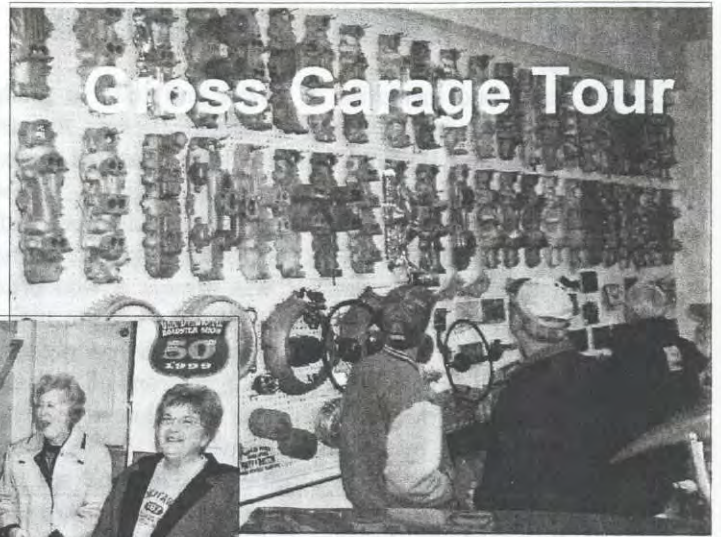


Ken also gave us to an overview of his collection of 75 plus flathead performance intake manifolds which cover most of the garage's front wall. Ken has been collecting these for quite a number of years now and has many rare and unusual examples. Most of these manifolds were made in California after WW II, many by now defunct companies. Ken pointed out features of and differences among the various manifolds and indicated that quite a few of them just didn't work well at all! This actually makes them more valuable to collectors today because many of these duds were no doubt thrown away!

After thanking Ken and Trish for their generous hospitality, most of the group headed for Purcellville and lunch at Mario's Italian Restaurant before driving back home. Approximately 30 Club members and friends (including 4 ladies) participated in this event, making it the best attended winter garage tour we've ever had! It was truly a great day and we look forward to having Ken, Trish and their wonderful Fords at our upcoming Club events.

*(Front cover photo by Trish Gross; other photos by Jim McDaniel)*





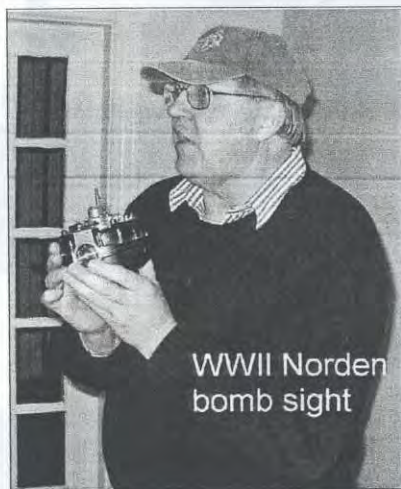


## THE JANUARY MEETING'S SHOW AND TELL

John Sweet

Do you have fond memories of "show and tell" in grade school? I know I do. It was always magical event for me. My classmates and I would bring in long treasured items, troop up to the front of the class and talk about it. "Show and tell" always meant mystery, intrigue, anticipation, and, of course the fulfillment of seeing something interesting and learning something new. It was always a wonderful time. But then something happened. I grew up, got older, and left the fun of those grade school "show and tells" behind me. The simple act getting up in front of a group and saying "I think this is really neat and I know you will too" was supplanted by the grown-up version of "show and tell" – the one on one." (Hey, come on over and see my new 60" wide flat screen plasma monitor with surround sound!) Fun perhaps, but not quite as fulfilling as was getting in front of a group of people eagerly awaiting the next treasure. And I truly had thought I'd left that exuberant world of show and tell behind me until I joined the NVRG.

The January meeting, as I've been told, is the traditional time for "show and tell" and what fun it was to be there. With about two-dozen NVRG in attendance, it was a "show and tell" just like I remembered. After the club business meeting and some wonderful homemade cupcakes and cookies provided by **Eric Sumner**, the fun began. First up was **Hank Amster** who showed off the poster of 100 years of Ford automobiles from the book "The Ford Century." He asked that it go to a good home. I didn't see it come back, so some lucky V-8er should now have it on his wall. Next came **Von Hardesty** with a real hum-dinger of a show and tell piece: the gyroscope from the famed (and formerly super-secret) Norden Bombsight. Von explained that the Norden bombsite was one of the first analog computers and the gyro was part of the package that made it work. His Dad managed to get a hold of one, and that's where the gyro came from. Wow, what a bit of history.



WWII Norden bomb sight

**Ed Mascali** brought in several interesting items, all pertaining to V-8's. The first item was a handy Preston "Jump It" portable battery pack modified for 6 volts. Ed followed this up by showing us a information on hot-

rodding and performance via Hemming's, some info on V-8 ignitions, as well as some info on the 1938 Miller Ford Indy cars that did great until a design flaw (failure of the bronze sleeve in the steering gear because the unit was bolted to the exhaust manifold) caused them to drop out of the race. Following that same topic of high performance for flatheads, Ed passed around "How to Build a Traditional Ford Hot Rod" by Mike Bishop. A neat book for any V-8 library.



Motoring history was brought to life by **Tom Lumpkin**, who brought two nifty items from the early years of the automobile. The first was a well-preserved pocket spritzer used by gas station attendants to clean your windshield. This item was about 6" in length, had a handy clip to keep it in place in your pocket as well as the Mobil Oil Company logo embossed on the outside. According to Tom, it still works great. The second item was a tire pump for a Model A designed to inflate via engine compression. Tom explained that you remove a spark plug, inserted this little jewel, and proceeded to pump up your tire. A check valve inside prevent the exhaust stoke from deflating it. **Eric Sumner** and **Hank Dubois** both mentioned that after inflation your tire would contain a perfect fuel-air mixture. Talk about a potential blowout!



For those interested in cellulose as well as flatheads, several folks brought in Woody related items. It started off with **Steve Pieper** who brought in a 1/32 model of a '49 Ford Woody wagon for Bill Simmons. Aside from a non-authentic chrome engine, the little model was nicely done, and available in local stores. **Ken Burns** showed up with pieces of an actual Woody, his '41 to be exact. He pointed out the problems that occur with a wooden body after 20

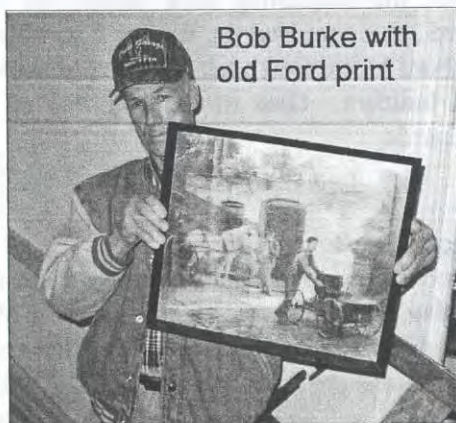




years in a barn with a leaky roof. His new replacement pieces from CW are spectacular. While talking about the new replacement pieces, Ken explained the difference between the '41 sliding rear windows and '42-'48 roll-ups. Ken also noted that Woody prices are on the rise. **Bill Simmons** mentioned a "Wall Street Journal"

article for January 7<sup>th</sup> that said that the venerable Station Wagon is making a come back in the form of smaller, more stylish SUV's. However, since the term "Station Wagon" presents the wrong image, the more Station Wagon-ish SUV will remain a SUV. Bill said he got a kick from a line in the story that mentioned that "Early Station Wagons had real wood on the side." Imagine that?

**Cliff Green's** first item was also woody related (of sorts.) He brought in a genuine Ford Charcoal Grill from the 1930's. This item was still in the original box and looked great. Cliff mentioned that while the grills were hard to find, the genuine Ford charcoal briquettes were even tougher to find. Cliff also demonstrated how he repaired the stripped out inlet fitting on carburetor by using a Heli Coil, a 33/64" bit, a drill press, and very careful drilling. As the carb was passed around, it elicited many oohs and ahhs.



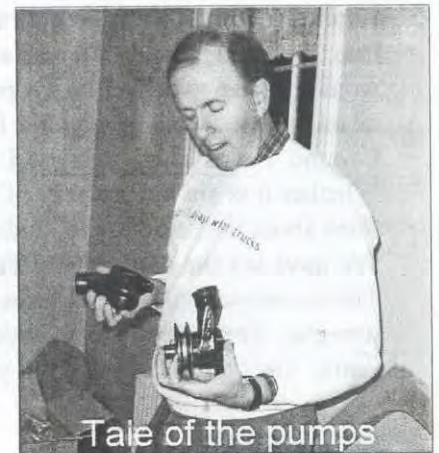
**Bob Burke** wowed every one with an original framed print of a young Henry Ford wheeling out his Quadricycle. The print, in its original frame, came from the Wilson Motor Company, a Ford dealership in Catlett,

Virginia. Bob got the picture from the owner some time in the late 1950's.

Another technical show and tell item was presented by **Hank Dubois** who had a work-around for some hard-to-

find Columbia Two-Speed Axel control parts. The speedometer ratio changer for the passenger cars was usually never saved when the car was scrapped. Today, you can spend big bucks finding an original or you can make one up using the same basic part as used on truck. By performing a bit of machine work and swapping gears you can have a speedometer ratio changer for your Columbia equipped car. In addition to the fact that truck parts could be made to work on these Columbia was the fact that early units (35-36) were mechanical, while later units were vacuum controlled.

**John Girman** brought in a mystery. Several photos, supplied by his son, of some unidentified splash pans. Hopefully, someone managed to identify them for him before meeting closed. **Dave Gunnarson** also presented a mystery of sorts; that of the correct water pumps for his '35 Truck. After a trip to Hershey left Dave with a pile of water pumps, he noticed that some of his pumps had fittings for temp sensing unit and others did not, but they all had the same 458505 part number. Dave indicated that the solution of the correct pumps seemed to be found in the truck literature of the period that illustrated water pumps with no boss for the temp-sensing unit. His theory (and a practical one a that,) is that 1935 trucks, and perhaps even the standard cars used the existing stocks of 33-34 water pumps until they were gone. It's certainly an idea Henry would have liked.



And finally, **Jim McDaniel** asked about how to stop roll over problems in a fully loaded 15-passenger van. The general consensus was to equip the van with a dualie conversion from a truck. If anyone else has any ideas out there relating to this issue, please get in touch with Jim!

To sum it all up, the January "Show and Tell" was both fascinating and informative. And just like those grade school "show and tells" we all remember, you never knew what to expect, but each and every person who got up had something neat to show, or something interesting to talk about. To all those members who contributed, thanks for sharing. It was lots of fun. Can't wait until the next one!





**BOB HELMS**  
749 Jackson St.  
Woodstock, Va  
22664

540-459-5890 '50 Mercury Sport Sedan, '53 Mercury  
Tudor hard top

### FAIRFAX CAR SHOW UPDATE

*Dave Westrate*

Yes, it is in the air ---- Spring. As Valve Clatter goes to press, Barbara and I are headed to Punxsutawney, Pennsylvania to meet up with her sister and family and to watch the spectacle of the big rat in the woods. Yes, it's true. I agreed to go, but it was a year ago, and I thought I wouldn't have to deliver on my promise. Alas, I am a man of my word. I will give you a full report next month on Ground Hog's Day. Maybe I can find a V8 up there. Whether it is six more weeks of winter or not, it's time to think about the "car season" and rolling out our 32s to 53s. **We have set the car show in Fairfax City for May 17<sup>th</sup>.** This is one week after Winchester. We hope to have a great turn out. The format will be about the same as in previous years. Get "em" ready and put your hand up to help.

### SELL/WANT

**For Sale:** NOS Parts: '37-39 Generator Armatures #78-1005-C -\$50.00; 91A & 01A Generator End Plates-\$20.00 each; Set (8) 60HP Rods- \$125.00; 2 '42-48 Right Rear Axle Housings- \$125.00 each; Ford '33-48 Point sets- \$20.00 each; '38 STD Grill - \$275.00; '35-6 King Pin sets \$65.00 each; 60 HP Clutch Discs -\$35.00 each. All parts guaranteed, postage extra. Jerry N. Hill, P O Box 710, Irvington, VA 22480, (804) 438-5450 or email: [irv@rivnet.net](mailto:irv@rivnet.net)  
*Jerry N. Hill*

**For Sale:** Operator's Manual for 1947 Ford, includes original envelope manual came in and Owner's Manual for the Adjust-O-Matic Radio. All in excellent condition. Manual dated June 7, 1947. Asking \$50.00. Two doors and front fenders for 1942-46 Ford Coupe, all in restorable condition. \$150.00 takes all four items. 703-771-9374 or [Trihickory@netzero.net](mailto:Trihickory@netzero.net)  
*Tom Shaw*

**For Sale:** I am thinking of selling my 1947 Mercury Town Sedan. Does anybody have experience in selling an antique car on the internet? I would appreciate your thoughts. [SPDJHD@AOL.com](mailto:SPDJHD@AOL.com). NOTE: My previous request had incorrect email address. Thanks.  
*Steve Dawkins*

**Wanted:** Suspected spun bearing on '52 Ford truck: Here's my problem: while I suspect that replacing the bearings is a relatively straightforward procedure (i.e., dropping the pan and replacing the rod and main bearings, torquing them, etc.), I don't have the facilities to perform the work. What I was wondering was if any of the club members work on these trucks professionally or if not, if they could recommend a place I might have the work done and give me an idea of a price. I appreciate your help. Email: [John.Weinstein@osd.mil](mailto:John.Weinstein@osd.mil)  
*John Weinstein*

### EMAIL BAG

Here are two more new books of interest to V-8-ers, available now: Don't miss the just-issued 1938-39 Ford book, from the V-8 Club - it's replete with amazing detail on these two years...including rare accessories. It's just \$29.95 ppd from Linda McDonald, 1752 Darwin Ave., Livermore CA 94550.

And I've just received "The Aviation Legacy of Henry and Edsel Ford," \$34.95 plus \$3.50 s&h from Procter Publications. 1-800-343-3034 If you ever wondered how Ford could build giant B-24 Liberators at Willow Run, on an assembly line!, this interesting book details the Tri-Motor era at Ford, that preceded the Willow Run effort--and relates how Ford Motor Company put a real scare into the big aircraft builders. Glad to see everyone at my garage... Best regards,  
*Ken Gross*

Dear Train/Antique Car Lovers/Friends,  
You are invited to visit our "museum" of antique trains and old cars on Sunday, February 23, 2003 from 12-5 PM. Your significant other, kids, parents, and any other train, antique or old car lovers are most welcome. Clem's train buddies will be here as well as his car buddies so it should be great fun meeting new friends.

If the weather is good, several additional antique cars may be driven here as well. New additions to the antique train collection are on display and S, O, G, and Standard gauge trains are under power. Bring show and tell trains if you like and we'll try to run them.



If you have trains to be repaired, this is a good time to drop them off. The garage is full: 1929 Packard Touring, 1930 Model A Ford Cabriolet, 1964 ½½ Mustang and a 1928 Model A Ford Phaeton in pieces, and a 1940 Pennsylvania "aircraft" tug. Plus a wonderful 1931 La France Republic Truck in original ugly condition outside. Enjoy looking at these or feel free to work on any of them. If you like, bring a favorite appetizer, finger food or dessert to share.

Directions: Take Route 66 West to Exit 55 (Fairfax County Route 7100) South to Braddock Road. Turn right toward Centerville. Turn left onto Colchester Road and go 2.2 miles. Cross Popes Head Road (Baptist Church on corner), turn left on Saddlehorn Drive (Through the brick entranceway into Colchester Hunt Village.) Second right is Gary Hill Drive. We are the first house on the left.

Alternate route: Take Braddock Road West off the beltway. Travel West about 15 miles, cross under Fairfax Parkway and turn left onto Colchester Road and continue as above.

See you on Train Day!

Sandy and Clem Clement, 12106 Gary Hill Drive  
Fairfax, Va., 22030-5914  
Ph. (703) 830-5597 or [rbclement@starpower.net](mailto:rbclement@starpower.net)



### HENRY FORD'S FAVORITE SOYBEAN COOKIE

*[This article is brought to you compliments of the Michigan Soybean Promotion Committee] Patty Girman*

“This recipe was one of Henry Ford's favorite snacks. The recipe was found in *Cooking For Henry*, a cookbook by Henry Ford's personal party chef, Jan Willemse. In 1934, Mr. Ford requested Willemse experiment in cooking with soybeans, and the cookbook has an entire chapter dedicated to soybean recipes. Ford was a strong supporter of soybeans and saw the possibility for the use of soybeans in food, milk, ice cream, paint, plastics, and many other things before 1930. In Ford's fast-growing automobile industry, and since, the soybean played a large part in the manufacturing of commercial products.



Henry Ford is shown with George Washington Carver, who did some soybean research for Mr. Ford. Photograph courtesy of Ian Willemse

Preheat oven to 350°

- |   |                               |
|---|-------------------------------|
| <b>3 cups soft brown sugar</b>                        | <b>1 cup soy margarine</b>    |
| <b>4 eggs</b>   | <b>1 teaspoon salt</b>        |
| <b>1 teaspoon vanilla extract</b>                     | <b>2 teaspoon baking soda</b> |
| <b>2 tablespoons soy milk</b>                         | <b>3 cups pastry flour</b>    |
| <b>1 cup soybean flour (or bread flour)</b>           |                               |
| <b>2 cups crushed roasted soybean nuts (unsalted)</b> |                               |
| <b>4 cups chocolate chips</b>                         |                               |

Mix soft brown sugar and margarine. Mix for 2 minutes. Add eggs, two at a time, mix for about 3 or 4 minutes. Add salt, vanilla, baking soda, milk, and flours. Mix a little - 5 or 6 turns. Mix in roasted soybeans and chocolate chips. Mix a little. Put some mix in a pastry bag and squeeze mix onto greased pans. This should be about the size of a half-dollar. Flatten the top and brush with an egg wash. Bake for about 8 to 10 minutes. Yields 10 dozen cookies. (This is a lot of cookies, so you may want to cut the recipe in half.)

Serving Size: 1 cookie

81 calories, 12 grams carbohydrate, 1.5 grams protein, 3.4 grams fat, 0.45 grams saturated fat, 7 mg cholesterol”

*[Note: These soybean products can be bought at Fresh Fields or Trader Joe's.]*

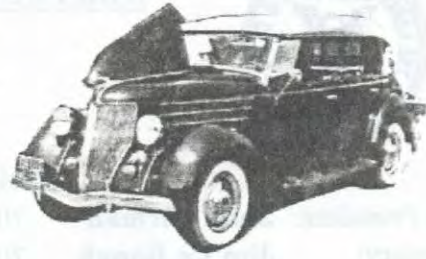








# V8 CALENDAR NVRG



## February

- 12 General Membership Meeting. Program: EFV8 Judging Standrds - Mike Gall  
Refreshments: Alan McNiff
- 22 Garage Tour to Buzzy and Bill Potter's, Potomac, MD.
- 25 NVRG board of Directors meeting.

## March

- 11 General Membership Meeting. Program: Ford Literature - Part II - Cliff Green  
Refreshments: Leo Cummings
- 25 NVRG board of Directors meeting.
- 28-29 AACA Sugarloaf Mountain Auto Parts Meet & Auto Auction, Frederick Fairgrounds, Frederick, MD.

## April

- 8 General Membership Meeting. Program: Shop Chemical Safety - John Girman  
Refreshments: Steve Pieper
- 29 NVRG board of Directors meeting.

## May

- 13 General Membership Meeting. Program: TBD  
Refreshments: Bill Simons
- 17 Fairfax Car Show, Fairfax City, VA
- 27 NVRG board of Directors meeting.
- 31 Drive-in Movie Night Tour
- TBA Willow Croft Wine Tour

Why are we doing this honey?

We are preparing our Ford for the EFV8CA Concourse judging. Mike Gall will explain all about it at this months meeting!







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

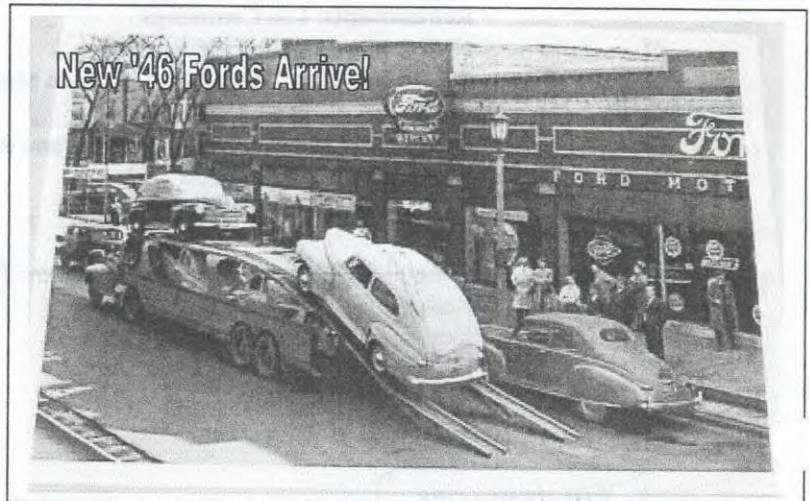


President: **Steve Pieper**.....703-860-2801

Vice President: **John Girman** 703-242-1459  
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Historian : **Don Lombard** 703-690-7971  
Newsletter: **Cliff Green** 703-426-2662  
Web master: **kenb@headstartinfo.org**

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