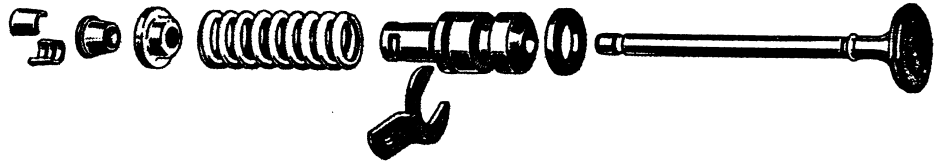




# VALVE CLATTER



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

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

Volume XXVI, No. 10

October 2003

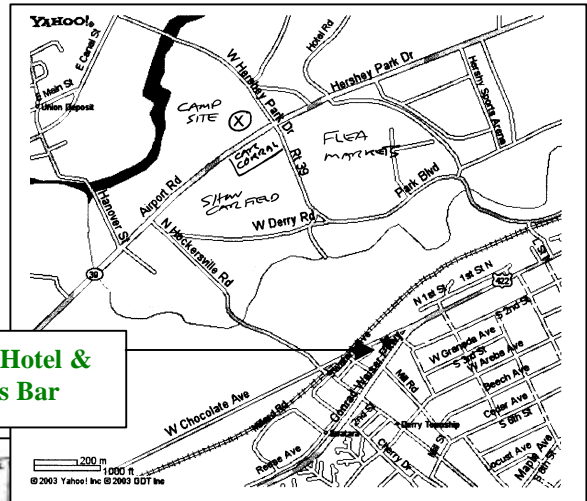
Cliff Green, Editor

RECIPIENT OF THE 2003 GOLDEN QUILL AWARD FROM OLD CARS WEEKLY

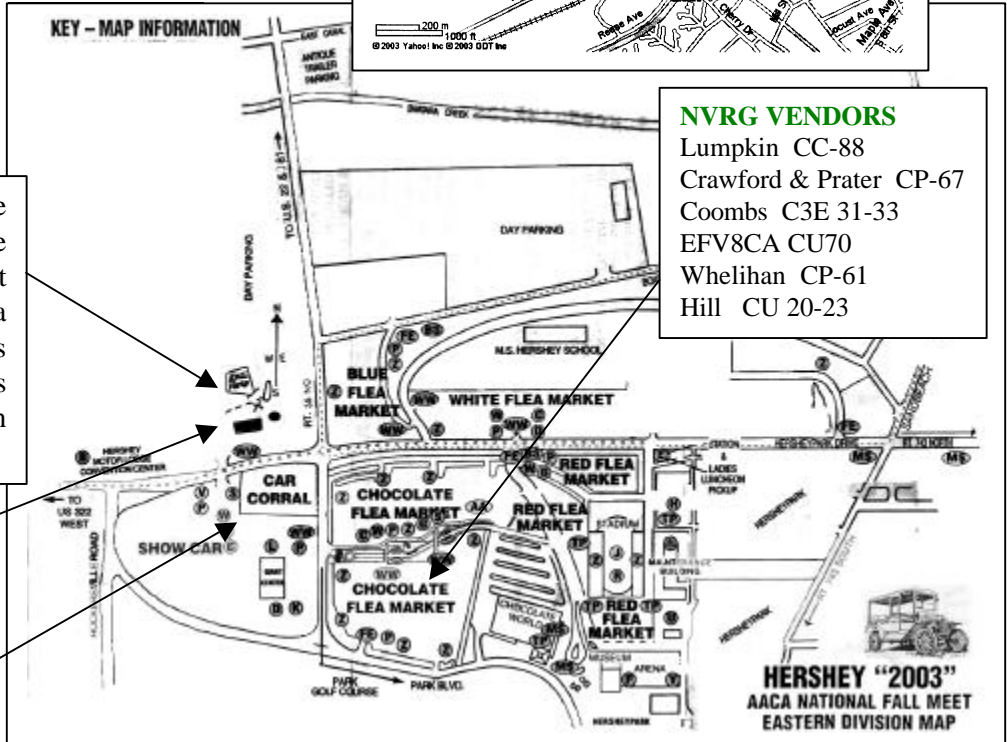
### HERSHEY

For the old car enthusiast, this is the Super Bowl and the World Series. No other place in the world is as big or better known! One can describe the event for 30 minutes and still the first timer will be astonished at the size.

What makes it more fun, after a long day, is the social gatherings with friends of the NVRG. Our camp site and the Penn Hotel have become a focal point for such activities. We make reservations at 6:00 and need some idea on how many – usually 24. If you are new, contact cell 703-346-2662 while at Hershey. **COME JOIN US**



**Penn Hotel & Sports Bar**

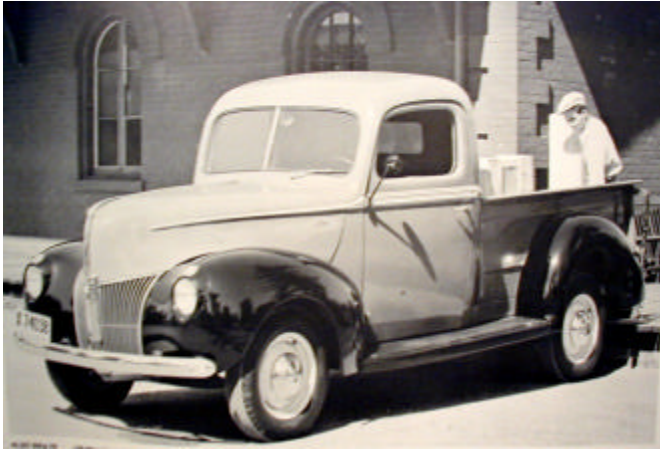


**NVRG VENDORS**  
Lumpkin CC-88  
Crawford & Prater CP-67  
Coombs C3E 31-33  
EFV8CA CU70  
Whelihan CP-61  
Hill CU 20-23

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

**Farm house**

**Note** new location of the Car Corral – across the road from the camp site!!



## UP FRONT WITH THE PRESIDENT

October 2003

**Y**es, you did get this issue a week earlier than normal. Cliff, in his wisdom, thought there was needed info to be disseminated on events taking place this coming week.....so read each page carefully for time sensitive material.

Our membership roster continues to grow! At the last meeting we had two new members present: **Al Edwards** ('51 panel), **Chad Coombs** ('49 and '50 Fords), and walk in guest Bill Demy who intends to join. Other recent new members include **Robert Nicholson** ('39 convertible) and Tom Williams ("48 Pick Up)...WELCOME all of you ! We had several members drive their "cars" to the meeting which adds quite a bit to the flavor of things, including **Jim Nice** ('51 Vic which has been in the family since it was new). During the break at the meeting, it was overheard how loud it seemed to be with everyone telling car stories all at once. This prompted a comment by one of our new members saying "Yes, but what a good noise!" and what a good noise it was as we filled the meeting room to capacity to hear **Hank Dubois** give us several tips on making our cars safer and more reliable to drive. Thanks, Hank, for a great program.

It's sad to report that member **Ken Brown** passed away August 16th. Ken, as you may recall, just finished writing the National Restoration Guide on '41-'48 cars. Our prayers are with his family. The good news to report is that Jerry Hill is improving every day from his recent heart attack. Jerry claims that had he not been with fellow member and quick thinking **Wayne Handy** when it occurred, there may have been a different outcome.

**Don Lombard** and **Ken Burns** have been working over time on this year's Lebkicker Tour. The club owes a big THANK YOU to both for their efforts. Based on the itinerary (elsewhere in this issue) it may go down as the best yet. And on the topic of tours, you have no doubt heard that we had to cancel the Military Vehicle Restoration Shop tour due to hurricane Isabelle's threats. Hank Dubois will try to put it together again.

Has it been a year already? Hershey is happening the 8th through the 11th. We always have a great crowd taking part in everything it has to offer. **Dave Gunnarson** and my wife, **Wendy**, plan to do the breakfast cooking at the club's camp site. Even if you are not staying in a tent with the rest of us, drop by and share some V-8 fellowship with a hot breakfast.

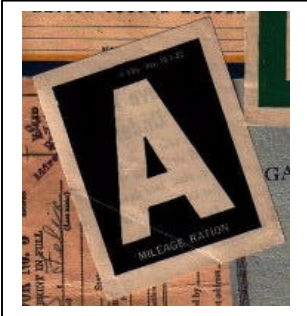
Wendy and I are really looking forward to the camping experience with the group. See you there,

STEVE

# GASOLINE & STICKERS

Editor

Bob Wild queried about the location of the gas rationing sticker that he wanted to place on his 1942 convertible. This led to many questions that this article will help clear. The following information was gleaned from the Web.



*Back of sticker*

First of all, the gas was rationed in order to save rubber. The US had ample petroleum reserves at the time. The Japanese captured 90% of the USA rubber source in the Dutch East Indies and President Franklin D. Roosevelt called on citizens to contribute scrap rubber, “old tires, old rubber raincoats, garden hose, rubber shoes, bathing caps...”. The OPA established the Idle Tire Purchase Plan, and could deny Mileage Rations to anyone owning passenger tires not in use. Only five tires were allowed each car owner. The national maximum “Victory Speed” was 35 miles an hour. “Driving clubs” or carpools were encouraged. A magazine ad declared, “Your Car is a War Car Now.”



**Motorists in Washington, D.C. line up to fill their tanks the day before the beginning of gas rationing. May 1942**

“Gasoline rationing began in May 1942 on the East Coast, limiting use to five gallons per week. By the end of 1942, half of the nation's automobiles were issued an A sticker, allowing 4 gallons per week. The other half of automobiles had either a B sticker (supplementary allowance for war workers) or a C sticker (vital occupation such as doctor).

Truckers had a T sticker for unlimited amounts. A black market developed in stolen or counterfeit stickers that were used in 5-30% of gasoline sales. By 1945, there were 32,500 motorists arrested for using such false stickers, 1300 convictions, 4000 gas stations closed.”

(Geoffrey Perrett, *the American people 1939-1945*)



The owner of the car was issued a certificate after applying to the board that stipulated what class of rationing they were authorized. You handed the gas attendant one of the mileage ration book stamps with cash for the allotted gallons. These stamps, even though numbered to match the issued certificate, were bartered and sold out

right. To prevent this, the rationing folder advised to write your license number on each one in ink - “Endorsement protects you and help lick the black market”.



To answer Bob’s question – it was up to the state to stipulate where the rationing sticker was placed on the windshield. Tom Lumplin says that Virginia required it to be behind the rear view mirror (like Massachusetts) as the inspection sticker resided in the lower right.

Go to this link and hear Jack Benny, Gracie Allen and Eddie Cantor humorously describe gas rationing in 1942 [www.ibiscom.com/vogas.htm](http://www.ibiscom.com/vogas.htm)

Caravan to the Armed Forces Retirement Home will leave Fair Oaks Holiday Inn on 9am on Sunday, October 5<sup>th</sup>.

Caravan to Rockville October 18<sup>th</sup> will leave same place at 8:30 am.

## HERSHEY BY THE LIGHT OF THE XENON MOON

by Clem Clement Oct 99

It is Thursday night at the Hershey Auto Show in October at eight o'clock in the evening in the Car Corral(car sales area.) The day-lookers are all gone and night is settling in. The first of several dews has laid down on the for sale cars as the temperature plummets. These behemoths from earlier times stand proud and ready for their next service to the citizens who will buy them. The for sale area is bathed in an eerie blue/crystal fuzzy light from high power Xenon overhead street lights(I think it is Xenon, but if not it sounds better than bathed in "Sulfur" or "Argon" lights). Those in attendance now are serious car buyers, or just people passing through from the hot showers nearby. The temperature is 35 degrees and dropping. Even the sweet smell of cooking Hershey's chocolate seems a bit more sharper. Frank Staff III and the band are tuning up. The Red Ball is lit(meaning there's to be music tonite). Quietly and respectfully, the crowd assembles in the Chocolate Field among the vendor's darkened booths, in high expectation. Chilly faces reflect high hopes and the need for special pleasure. The booth space next has a bonfire going, burning old Chevy parts. Many bring chairs and no one mentions the cold, because it is TIME.

At 8:05 PM the band hits it and the magic begins. Since 1972 the band has played for the Hershey flea market folks. It instantly creates a special bond between us that seems to lift us "specialer" than those who can't experience this. Oh, could the rest of the world just be here and find the time and inner peace that this scene creates. And it is a fleeting scene. A bit later, the cold has it's way, the days' walking has old knees singing and reality sinks in that you are sitting on cold ground in a junk yard a long way from your camper and a chilly bed; and you move on. Oh, I wish my Sandy could share the moment(not the cold) with me.

The band started in 1972 as folks who like to play got together at Hershey and serenade anyone/everyone who could hear. They were in a different location then and played on Friday night. A parts dealer had a huge tent across from them and he closed up Friday and went home. The tent could hold 2-300 folks to listen. Now the crowd is smaller but the music is as wonderful. One early year the tent across the isle held a man who had a bad toothache. His wife called the field security several times to have the music stopped. Then she called the local sheriff, Chief Lynn. When he came and saw 300 plus people having a wonderful time and heard the great music, he knew he could do nothing. Even the band said, "here comes the cops to shut us down ". The sheriff took Frank's dad into a trailer and said- this is too special to stop. If you promise to shut down fairly early(eleven o'clock), I won't bother you again. Through the years they became fast friends and even did a concert at the Sheriff's

office. The music is so good that one year it was piped throughout the Hershey park meet on the security teams radios! This band makes a powerful sound. And the band plays on.

The band played a brief session last year in the pouring rain so they could say that they have never missed a year. Tonight is even more special as three folks from Sweden are supposed to join in playing around 9:PM. Truly an international event.

Frank's two boys are ready too. Both have guitars and are lined up with the band aplunkin'. The seven year old knows which of his Dad's cars he will have when he grows up and the three year old can tell a 64 Ford grille from a 65 Ford grille in the middle of a flea market. Both check constantly with their Dad to see if all is right. And it is.

The band is really hitting it now and the songs and the singing flow smoothly, and the crowd settles in to a famous Hershey tradition of "Jazz in the Junk Yard." Sadly those back in their warm hotel rooms miss the "Serenade to Steel(&bondo)." I cry for just the magic of it all and because Sandy is not with me in the cold and the wet ground and the greasy car parts.

And the wheeled people sleep. Cars have souls and should be Shes. The music waifs across the still autos and seems to warm them too and stand them up a bit taller and remind us of better times long ago. Glimpses among the magnificent machines follows:

A 3X Buick phaeton, open with the dew creeping in the gauges and lifted hoods. Walking around the Corral with one of the best in the business, evaluating cars. Learning what "take home", "drive to Florida", and "hot" cars are. Wood graining comes in a convertible sedan Ford and painting comes in a phaeton. Dew plus xenon plus bondo plus dent equals ugly surface at night.

Sad twenties Packard dressed in blue suede paint  
Dogs everywhere although banned this year  
A neat '35 Ford Tudor fresh from the Glidden Tour  
'35 Ford coupe freshened from it's no sale last year. Sold  
Reinkerburger wrecker with 35K miles, looking proud.  
A neat RHD roadster from Pink Hill, NC(Where?)  
Bemer looking very out of place.  
Cars seeming to be trying to shine for a possible new owner  
Folks wandering in awe at the spectacle  
A man giving a very convincing speech to his lady about  
why they need this '47 Plymouth coupe  
The sounds of the band playing on.  
The fuzzy haze of xenon lites altering car colors and outlines  
The feeling of high expectations for the morrow  
The peacefulness of it all.

Then the band finishes, and we go our separate ways a great deal better for the experience. Next year plan to drop by and in an open frame of mind to enjoy the magic and let it control you, for the spell is really wonderful.

*Clem writes for the GW Chapter of the Model A Club - Thanks*

# 9<sup>th</sup> Annual Lebkicker Tour

## Virginia Foothills County Tour

### Oct 24, 25, 26, 2003

\*\*\*\*\*

Join us for this fun filled weekend as we explore some of the history rich counties in the state: Fairfax, Loudon, Fauquier, Rappahannock, Madison, Orange, Culpeper, and Stafford.

#### Friday, Oct 24

**0930** Depart Fair Oaks Mall and travel scenic byways to our Country Café lunch stop in Washington, VA, followed by our first sample of antique browsing in Sperryville. We continue to the town of Madison for our own self directed walking tour to discover the dozens of antique shops, quilt shops, and the not-soon- to-be forgotten "Feed and Grain" emporium, along with historic buildings, such as the oldest Lutheran church in the U.S., the Hebron. From there, we travel north to Culpeper for our **two nights** lodging at the **Comfort Inn**. Rooms are being held for our group at **\$65. + 9% until Oct 11**. They have microwave, coffee maker and refrigerator, and include continental breakfast. **Call 540-825-4900 to reserve your room. Mention Ford V-8 Club.** We close the day with a relaxing dinner at "It's About Thyme" restaurant in Old Town Culpeper.

#### Saturday, Oct 25

**0900** We depart for a short ride to Orange to sample a few of its many charms before moving on to our 1030 guided house and garden tour of James and Dolly Madison's **Montpelier** (\$10). From there we'll travel to the Inwood Restaurant for lunch, followed by a visit and tour of the Exchange Hotel and Civil War Museum in Gordansville. For those with alternate tastes, antique shops abound. If inclinations permit, we swing by the Barboursville Winery, to critique their offerings. View the ruins of the antebellum plantation house of Governor Barbour. The day will be topped by our tour banquet at Luigi's Italian Restaurant in Culpeper.

#### Sunday, Oct 26

**0930** After hotel check out, we travel toward Orange where we meet local historian and guide, Frank Walker, who will be our personal guide to and through the Chancellorsville battlefield. Mr. Walker comes highly recommended for the perspective he brings of the common man's ordeal as this country's struggled in its painful and tragic war with itself. Leaving the battlefield, we will travel north to Warrenton for our final meal of the tour at the historic Napoleon's Restaurant (on Waterloo St., where else).

Please confirm your plans to attend by Oct 14 with:

Don Lombard: 703-690-7971,

[don.Lombard@verizon.net](mailto:don.Lombard@verizon.net)

Ken Burns: 703-978-5939,

[kenb@headstartinfo.org](mailto:kenb@headstartinfo.org)



Join us on the  
Lebkicker Tour –  
Drive that V8!

## **TECH TIPS**

### **BRIGHTER LIGHTS FOR SAFETY**

*Hank Dubois*

How often have you taken your vintage Ford V8 out on the road at night? Not very often right? Truth is, the stock lighting on our V8s just doesn't hold a candle to that on modern vehicles and, when subjected to today's traffic and driving conditions, safety becomes a real concern. Dim headlights (especially on pre-'40 models) and even dimmer tail lights coupled with the limitations of aging eyes for many of us, can really put you at risk and make for an anxious ride home in the dark after attending a Club function, show, or cruise-in. Can these lights be improved to make your car safer and boost your night driving confidence? And, can these improvements be made without converting to 12 volts or otherwise changing the electrical system? The answer is yes to both questions.

In preparing for the safety program that I did at the September meeting, I enlisted the help of John Girman to conduct a number of tests on stock and improved headlights and tail lights. The tests were conducted in John's windowless basement using the light meter in a tripod-mounted 35mm camera to measure the intensity (brightness) of light cast by the various lights. Power was supplied by a constantly charged 6-volt battery and was monitored by a voltmeter to insure that each light tested received the same or very nearly the same voltage. Each light being tested was mounted on a Work-Mate table, which was kept at a constant distance from the light meter. The lights were aimed at the light meter to produce the optimum possible readings. The light meter readings were recorded and, using the stock headlight/tail light reading as the base line standard (factor of 1), converted into multiples of the standard.



#### **Headlights**

Our stock headlight was a '35 with a somewhat tarnished silver reflector that I had removed from one of my coupes. Silver is an excellent reflective

coating but silver reflectors tarnish rather quickly and need to be polished periodically to maintain their reflective efficiency. When silver reflectors were in standard use, most of them were not maintained properly. It has been estimated that on most cars back then the reflectors were only about 40% efficient because of lack of maintenance. It's a good bet that most of the stock silver reflectors on our V8s today are also tarnished so we felt it was appropriate to use a tarnished reflector in our stock test headlight. We also tested a '35 headlight with a high-quality, maintenance-free, replacement reflector available from Bob Drake. Both headlights were tested with higher output

50/32 (hi/lo beam) candlepower bulbs as opposed to the stock original 32/32 CP bulbs. Finally, we tested an older, well-used 6-volt sealed beam headlight that is probably typical of the sealed beams in many '40-'53 V8s today. Unfortunately, we didn't have a new sealed beam headlight to test.

#### **RESULTS OF HEADLIGHT TESTING**

Type	Hi Beam	Low Beam
1. Old silvered reflector	1	1
2. New reflector	5.4	3.0
3. Old sealed beam	2.7	1.5

We were really surprised by these results. We expected the new reflector to be much brighter than the old tarnished silver reflector but not twice as bright as the old sealed beam. John speculated that vaporization of the tungsten element in the old sealed beam through use over the years deposited a film on the reflector within and thus lessened the reflective efficiency of the lamp. Testing a new sealed beam could have confirmed this. In any event, it is clear from our tests that new reflectors used with higher output 50/32 CP bulbs are a tremendous improvement over typically tarnished stock reflectors with stock bulbs in '32-'39 V8s. For '40-'53 V8s, you should probably check your sealed beams to see if they are new or nearly so in terms of the use they've had. It should also be noted that there are 6-volt halogen reflector/bulb kits available for '32-'39s and 6-volt halogen sealed beams for '40-'53s. However, these units draw considerably more amperage than the incandescent bulbs they replace and may create excess heat as well as over-burden stock electrical systems.

#### **Tail lights**



Our stock tail light was an after-market Guide Brand unit that closely resembles the stock '35-'36 tail light. And, like the '35-'36 light, it was painted gloss black inside. We tested the light first in stock form, then tested it lined with aluminum foil, then painted gloss white inside, and finally painted with reflective aluminum paint inside. All tests were conducted using a stock 21/3 CP Bulb (21 CP for the stop/brake light and 3 CP for the running light). Higher output 50/14 CP bulbs are available but we didn't have one to test.

#### **RESULTS OF TAIL LIGHT TESTING**

Type of Lining	Brightness	
	Running	Stop Light
1. Stock gloss black paint	1	1
2. Aluminum foil	2	2
3. Gloss white paint	2	2
4. Reflective aluminum paint	2	2

Again, we were surprised at these results although not as much as we were with the headlight test results. Each of

(Lighting cont.)

the three “improved” lining surfaces resulted in a light that was essentially twice as bright as the stock light. If these improved linings were coupled with the higher output 50/14 CP bulbs, brightness should be at least four times greater than stock. The higher output bulbs do generate more heat though and should not be used with plastic lenses which many of our V8s don’t have anyway. (I was not able to find a supplier of higher output single filament bulbs used in tail lights for ’32 cars and ’32-’42 commercials including woodies.) Double-contact 6-volt halogen bulbs are also available for ’37-’53 and single contact halogen bulbs are available for ’32 cars and ’32-’42 commercials. (I couldn’t find a supplier of such bulbs for ’33-’36 cars.) Again, these bulbs generate more heat than stock bulbs and are not to be used with plastic lenses. Also, due to their higher amperage draw, they will burn out hydraulic brake light switches more quickly. (Cliff Green noted that Harley Davidson motorcycle brake light switches can be substituted to avoid this problem.) I have also read that, for double contact halogen bulbs in some tail lights, the running light is so bright that it may be difficult to clearly distinguish the stop/directional light at night. Finally, if you own a standard car, commercial, woodie, or truck with only 1 tail light, it would be a very good idea to install a second tail light.

Yes, the stock lighting of our early V8s can be dramatically improved by simply improving the reflective surfaces of headlights and/or tail lights, installing higher output bulbs, and, if necessary, adding a second tail light. So, let’s get those lights shining brightly so that we can safely enjoy those V8 activities that involve night time driving.

## FOR THE LADIES

### “Good ol’ Gal” –

*Patty Girman*

That is the term used to describe Louise Smith who is the first to admit that she wishes she was still young enough to strap on a helmet and go fender-to-fender with NASCAR’s best. Louise was born in the South in 1916, an era that did not believe it was proper for a lady to get behind the wheel of a race car. Louise wanted to succeed in a sport where women weren’t allowed.



Her first encounter with an automobile was when Louise decided to learn to drive. She started her father’s Model T and had a great time driving around until she realized she didn’t know how to stop. She drove the car through the chicken house and had the first of her spectacular crashes. “Needless to say, the chicken house was

destroyed, and the car did not look good either. My father tanned me good,” recalls Louise.



The Greenville, South Carolina resident helped Bill France, Sr. promote early NASCAR races from Daytona to Canada. In 1946, France recruited Smith as a gimmick to promote the race after being told that she had outrun every law enforcement officer in the area. Louise, at the age

of 30, had never even seen a race, much less been in a race car, but agreed to do this. Louise remembers “In those days 300 or 400 fans was a big crowd and Bill thought I could put more people in the stands.” In this first race, the idea of a woman competing against the men brought people out by the hundreds. “They told me if I saw a red flag to stop. They didn’t say anything about a checkered flag.” After the race had ended and all the other cars had gone to the pits Louise was still on the track. “I’m out there just flying’ around the track. Finally somebody remembered they told me not to stop until I saw the red flag. So they gave me a red flag.” She finished third in a 1939 modified Ford coupe, and was hooked forever. Louise was certainly a novelty, and with her hard charging, fearless style of driving she soon became a favorite.

Another story goes that in 1947, Louise went to Daytona to watch the races. She had arrived in her husband’s brand new Ford coupe to watch this race on the beach and, once there, just couldn’t be a spectator. She entered the shiny new family car and was assigned number 13, which she promptly tried to trade away without success. Louise describes the race, “I went all down the line trying to trade that 13 off. They said ‘Aw, Lou, just follow us through that North Turn.’ So I followed them, but when I got to the North Turn, seven cars were piled up. I hit the back of one of them, went up in the air, cut a flip, and landed on my top. Some police officers turned the car backover, and I finished 13th.”

In her 11-year career as a driver, Louise became known for her spectacular crashes. It is said that she has broken nearly every bone in her body. At Hillsborough, she became airborne coming out of the second turn, and it took 36 minutes to free her with an acetylene torch. At Mobile she tangled with Fonty Flock and ended up sitting on top of her car in the middle of the lake.

During her racing career, Louise won 38 Modified races and held her own against such racing legends as Buck Baker, Curtis Turner, Fonty Flock, Red Byron and Roy Hall. In the mid 70’s she began sponsoring such drivers as Ronnie Thomas, Bobby Wawak and Larry Pearson. In 1999, she was the first woman to be inducted into the Motorsports Hall of Fame in Talladega, AL, and she remains involved in the sport today as part of the Miss Southern 500.

## BACK PAGE PICTURE

This picture is beautiful in color (for those who can not download it). It comes from the *1937 Truck and Commercial Car* dealers' showroom album. The station wagon was considered a commercial vehicle until 1941. There also was a special folder on the station wagon. These four page folders were produced for the wagon only during the years 1937 – 1940. Starting in 1941 the wagon was included in the Dealers Showroom album as a passenger vehicle



### **Al Edwards**

1111 Leigh Mill Rd.  
Great Falls, VA. 22066  
[Msialarms@aol.com](mailto:Msialarms@aol.com)  
1951 Panel truck

### **James Hash**

POB 5213  
Arlington, VA. 22216 703-522-0000

### **Chadwick Coombs**

7482 Kennedy Rd  
Nokesville, VA 20181 703-754-9648  
'49 sedan, '50 sedan

### **Nick Nicholson**

Windamere POB83  
The Plans, VA 20198 540-364-2301  
1939 Convertible coupe

## SEPTEMBER TO REMEMBER: MEETING

### NOTES *Jim La Baugh, scribe*

The monthly assembly at the Hunter House in Nottoway Park saw 3 new members join the group for a memorable presentation on V8 Safety by **Hank Dubois**. With so many events ahead this fall, as the weather turns fine and the daylight hours shrink, the tips were timely, particularly for lighting (See Hank's Tech Tips article on page 6). **Steve Peiper** presided over the first part of the meeting, which included the new members introducing themselves and their vehicles. **John Girman** summarized the recent Drive-in experience in Stephens City, Virginia. Hank Dubois provided a Recon briefing about the Military Vehicle restoration tour. **Don Lombard** offered a preview of the Leibkicker Tour. And, of course, there was general discussion of Hershey. After the drawing of the 50/50 winner and a pause for refreshments, the group settled in for the safety seminar.

Hank Dubois covered 6 topics about ways to improve safety of our Ford V8s: wiring, ignition, lights, fuel system, tires and brakes, seatbelts and mirrors, and cooling system. The effort Hank and John Girman went through to test the different ways to make lights brighter was



ingenious. Ways to add brake lights (for those with only one) as well as turn signals, where hand signals in the D.C. area are not known, or used for something other than indicating direction of a turn, was very useful. Slow and fast flow applies

not just to traffic patterns around D.C., but to ways to move water through the cooling system, with proponents of each in the audience. Even though having all steel from the pedal to the wheel might have been the Ford slogan pre '39, a bit of an assist for the brakes is possible with one of the gadgets Hank displayed. A light emitting diode (LED) is available, and removable, to add a third brake light in the rear window, for action when the brake pedal is depressed. For those who missed it, or did not take notes during the meeting, don't forget to read Hank's column this month. It was a program to remember and use as we head out on the highways in our Fords.

### SELL/WANT

MERCURY '47 Town Sedan--Taffy Tan, restored, \$8,995  
703-313-8652 or [SPDJHD@AOL.com](mailto:SPDJHD@AOL.com)

FOR SALE -59 A-B rebuilt (never used) Flathead V8 engine. I am told it has been tested. It comes with generator, spark plugs and wires. \$1500.00. David Blum (703) 930-2401

FOR SALE-1947 Ford fordor V8-Very good body and interior - Asking \$2,150.00---Gene Welch 540-869-7475

FOR SALE -complete Ford V8 flathead engine, circa 1936, condition unknown, including fan, starter, generator, manifolds, water pumps- nos V8 ignition coil, nos in Ford box- overdrive transmission for a 1949 Ford, overdrive crunched Chad Coombs 703-754-9648

### KEN BROWN

It is with sadness to report the passing of member Ken Brown on August 16<sup>th</sup>. A long time member of the EFV8CA, he was a deputy judge in the woodie class and the author of the '41-'48 Restoration Manual which he devoted the last of his energy to finish. His wife Mary and sons survive him.

### DONATION

Th Board of Directors have authorized \$375 to become a life member of the *EARLY FORD V8 FOUNDATION*. It's purpose is to collect, preserve and display EFV8 memorabilia and is presently raising funds for a museum building. Our own **BILL TINDALL** is running for a trustee seat NOVA members should consider joining for \$15 a year.





# V8 CALENDAR NVRG



## October

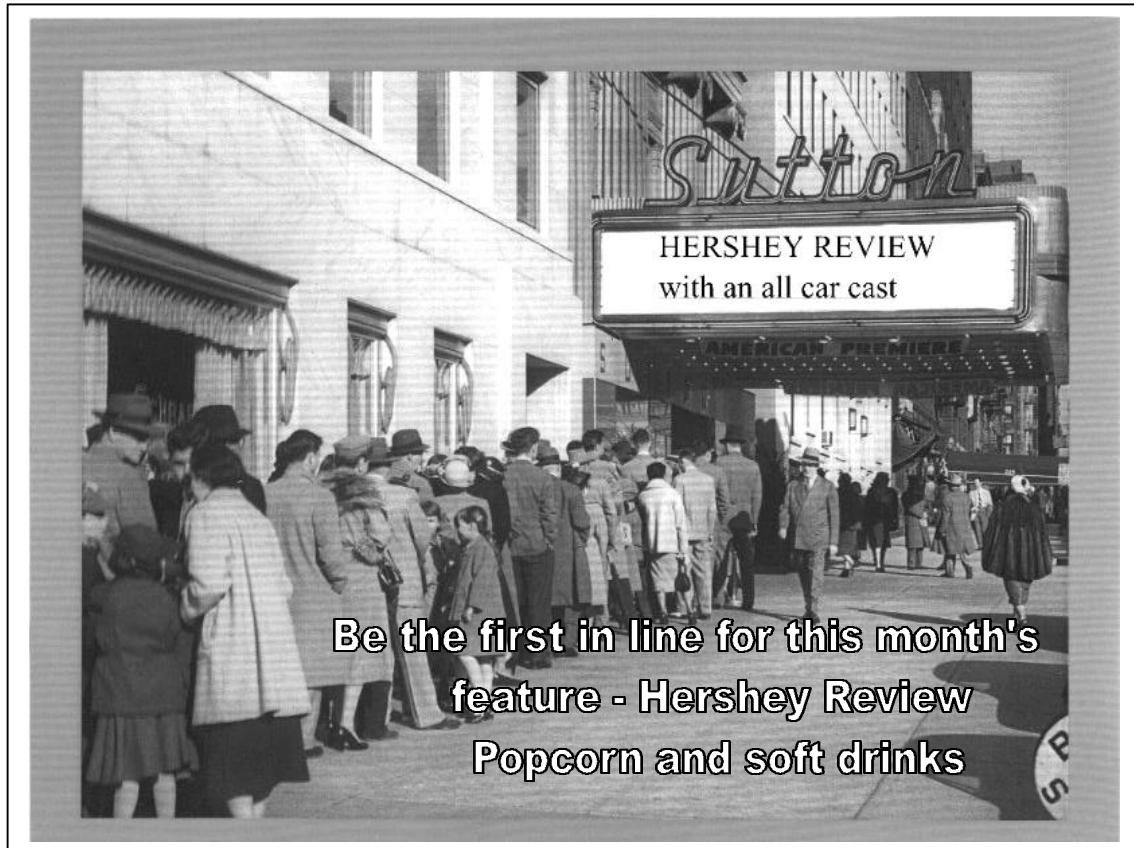
- 1-5 Fall Carlisle
- 5 Antique Auto Assembly 46<sup>th</sup> Annual Show, on the grounds of the Armed Forces Retirement Home – Washington DC Free Food, Dash Plaques, Entertainment
- 8-11 **HERSHEY**
- 14 **General Membership Meeting** Program: Hershey Review. Refreshments: John Girman
- 18 City Of Rockville Antique Car Show – celebrating Ford’s 100 years
- 24-26 **NVRG Lebkicker Tour** to the Orange, Va. Area – stay tuned. MARK your calendar! Check the flyer in this issue for details.
- 28 **NVRG Board of Directors Meeting**

## November

- 11 **General Membership Meeting** Program: Two brush generators – Dave Gunnerson
- 25 **NVRG Board of Directors Meeting**

## December

- 6 **NVRG Holiday Gala** – Farifax Country Club





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



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

Vice President: **John Girman** 703-242-1459  
Secretary: **Jim La Baugh** 703-573-9285  
Treasurer **Hank Amster** 703-753-9575  
Membership: **Jim McDaniel** 703-569-6699  
Tours: **Girman/Dubois**  
Past President **Hank Dubois** 703-476-6919

Programs: **Dave Gunnarson** 703-425-7708  
Property: **Eric Sumner** 703-709-4164  
Activities **Dave Westrate** 703-620-9597  
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**



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