



VALVE CLATTER



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96



Volume XXVIII, No. 7

July 2005

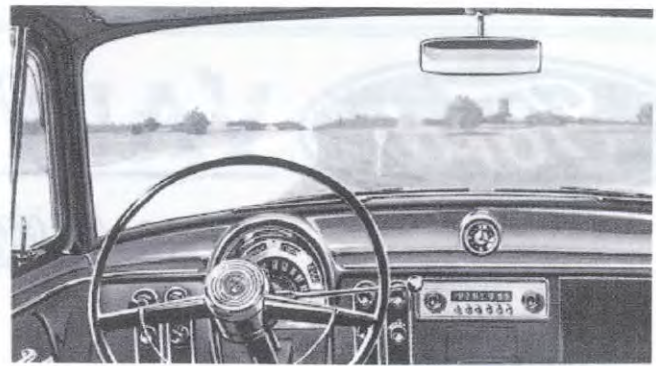
Cliff Green, Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004



SULLY





UP FRONT WITH THE PRESIDENT

JULY 2005

We're fully in the middle of summer and the humidity outside reflects it. The NVRG has two great summertime activities in the works: the picnic coming up on July 12 at Nottoway Park; and the drive-in movie in early August. For the picnic this year, we're going with the same, successful plan we used last year. **Dave Gunnarson** is spearheading the event. He, **Greg Mensinger** and **Hank Dubois** are arriving early at the picnic shelter, getting the charcoal fires going and doing the cooking. **Ken Burns** has said he'll provide a birthday cake as well. As has been true in the past, this should be a good, well-attended event. All you have to do is bring your own drinks and some dessert to share. Make sure you contact Greg and let him know how many are coming so we don't run short on food.

As far as the drive-in movie goes, see the notice elsewhere in the Valve Clatter about how to sign up for it. This has also been a fun, nostalgic event. We're fortunate to have a functioning drive-in theater so close to us. Many of us have fond memories of attending drive-in movies in the summertime (and some of us even remember seeing the movie). I encourage everyone to consider going to this event. Come and enjoy the dinner, the movie and an overnight stay near the theater. If you'd rather not stay overnight, then just go to the first feature and head on home. If your early Ford V8 is not running at the time, jump in your modern car and join the fun. It's a flexible event.

Speaking of the Valve Clatter, it comes as no surprise that our newsletter took first place once again in the Early Ford V8 Car Club newsletter competition. However, I think **Cliff Green** was surprised that club officials came to our last meeting and personally presented the award to him. Congratulations, Cliff, on an outstanding job with the newsletter.

There is one last item to report on our successful car show. The receipts are all in and **Hank Amster** has completed a thoughtful analysis of how this year's finances stacked up relative to past years. The NVRG cleared nearly \$500 on this year's effort. This compares to about \$1000 last year and about \$250 in 2003. As you can see our income from this event fluctuates a fair amount, depending on the number of cars registered and expenses. This year we had a slight decrease in registrations and an increase in some expenses compared to last year. The NVRG Board has been discussing ways to increase registrations and hold down expenses.

One final thing the Board has been considering is the Eastern National Meet. Several members attended the recent Meet (which they all said was a really enjoyable meet) and came back with the suggestion that the NVRG consider hosting the Meet in 2007 or 2009. You'll probably hear more about this later as discussions on this topic continue.

That's all for now. Hope to see you at the picnic.

JOHN

The following guidelines were printed in the newsletter of another car club and have been modified slightly for the *Valve Clatter*. I thought they provided a good refresher of tour etiquette that was worth reviewing now that our tour season is beginning.

By John Girman

TOURING SAFETY AND COURTESY GUIDELINES

- ◆ All members who are planning to participate in Club outing should R.S.P.V. to the tour leader well in advance of the outing so that proper arrangements may be made.
- ◆ Tour participants should remain together going and returning. **UNLESS PRIOR ARRANGEMENTS ARE MADE WITH THE TOUR LEADER.**
- ◆ If an emergency occurs which requires a participant to leave the tour, another car should be sent with the departing member. **NO ONE SHOULD BE LEFT ALONE ALONG THE SIDE OF THE ROAD.**
- ◆ Where possible, maps or other printed information should be furnished to each driver denoting the destination, routes to be taken going and returning, as well as designating a starting and ending location in order that all participants are informed.
- ◆ The tour leader should have a meeting for the drivers and navigators before the tour starts and before the return trip to go over any questions and/or changes.
- ◆ Regular rest stops should be scheduled to accommodate the needs and comfort of the tour participants.
- ◆ The speed of the tour should be set to accommodate the slowest vehicle. If necessary, place the slowest vehicle in the lead position.
- ◆ In order to remain together (i.e., no stragglers), each driver should set his speed to stay in view of the car behind him.
- ◆ Those members who have hand-held "Talk-About Radios" should have them in working order and in their vehicles. Everyone should agree on which channel to use before the tour starts.
- ◆ The tour should travel in a properly spaced fashion. Vehicles should keep to the right and pull over to allow faster traffic to safely pass. Our courtesy will be appreciated.
- ◆ On tours with many vehicles, the caravan should be broken up into smaller groups. Each smaller group should have a leader and a means to

communicate with the rest of the participants.

- ◆ Those traveling in modern cars should travel at the rear of the caravan because they can speed up or slow down more easily. In addition, their turn signals and hazard lights provide added safety.
- ◆ With a little courtesy, thought and planning, touring can be safe and fun. That's the whole idea of enjoying our vehicles.

It is with great sadness that we learned that **ARNOLD LEES**, the co-founder of our Regional Group died March 31, 2005 at the VA Center in Houston, TX. He retired as a Chief Master Sergeant in the Air Force and had a life long interest in the flathead Fords.

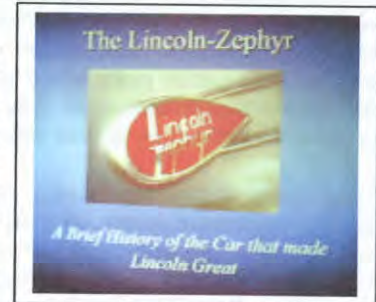
JUNE MEETING NOTES

Jim Labaugh

Lincoln Highway

The June meeting followed the road down memory lane with John Sweet's presentation on the Lincoln line of automobiles. The art deco, streamlined look of the Burlington Zephyr locomotive engine was the

inspiration for the name of the art deco streamlined Lincoln that made its debut in the mid 1930's. Presentation of all the details concerning the Zephyr, the Continental, and their predecessors, was automotive inspiration to the 25 + attendees at the historic Clarke House in Annandale. This month's Valve Clatter begins a series by **John Sweet** that



includes the Lincoln information presented to the V8 faithful. The numerous photos flashing on the screen were a fascinating backdrop to the story John unfolded during the evening. **Chad Coombs** added his perspective on the line as the nostalgic Lincoln journey came to a close. A few

members were ready to join the ranks of the V8&1/2 and all were glad John and Chad had shared their passion for the marque with us. Seeing all those marvelous Lincoln's recalled a line from the works of Gleason - "How sweet it is."

EASTERN NATIONAL EFV8 MEET REPORTS:

DOWN AND BACK

Editor

I have preached over the years about using a fan belt that fills up the pulleys – not the thin repro ones with the Ford script and part number. Well, I became the victim of my own advice. I bought a belt (CarQuest #B51) that was stained brown like the originals. It is thicker than the repros and looked good on the engine. Now, after about 300 miles down the road the belt had stretched enough that the right water pump decided not to turn. At 60 mph it didn't take long for Bill Selley (my navigation) and I to smell something burning and pull off the side of Interstate 40 west of Winston-Salem, NC. The temperature gauge was reading a touch above the normal mark. When we opened the hood STEAM poured out! Now, on the '40 and earlier, there is only one temperature probe which is on the left side – the hot right bank went undetected. The dual temp reading was an improvement starting in 1946 with the 59AB.

After letting things cool down, and checking with my infrared temperature sensor, we took off the belt and got the water pump to turn with water pump pliers (what else?) and eventually got it to spin by hand. The radiator had bulged! I had only a gallon of water and some in a water bottle to add to the radiator. The belt was tightened using the tire iron as a lever. The car started right up (like it did all trip) however there was not enough water to start cooling the block. So, I climbed up the embankment beside a bridge and gathered some more water from a lady in a double wide.

We proceeded to the next exit and went to a Wal-Mart for a 5-gallon plastic container and some anti-freeze. Fortunately, I was not using anti-freeze when it boiled over, only water pump lube, so there was not a big mess to clean up. We spent the night in Stateville, NC.

At breakfast the next morning, Bill and I had still not figured out how to get to Hiawassee. A lady came to ask, "Where we were going with the woodie?" Come to find out that she lived there and told us the way NOT TO GO! The woodie climbed the mountain on Rt. 76 in high gear and the compression on the engine held the car going down hill so the brakes were hardly used. The second leg of 300 miles was without incident.

I installed a NAPA belt # 22525 and might have tightened it up too much as the generator rear bearing started to squeal on the way home – a little oil solved that. We also had noise on the right water pump, but that quit also with more water pump lube. Just in case, I bought another pump in the flea market and before stopping for the night in Gretna, VA, I



bought a little roll around jack on sale for \$16.95, gasket paper and sealer. The last leg home was uneventful.

I must remark that we lucked out with the weather. On both days driving down the cowl vent was not opened until around noon. Going back the weather was very comfortable. The water pumps are Skip's high flow and we found that driving over 60 mph in overdrive (2,000 rpm) the radiator was throwing water. However, it established it's own level. I was advised to put on a 4-psi cap to stop the drain but was reluctant with the bulged radiator. The woodie went 1215 miles and never missed a beat and the temp gauge rarely went much above the N mark. 21 mpg was recorded with almost all the driving done in overdrive. The trip would have been trouble free if I had started with the proper belt – go rather than show!



MEET REFLECTIONS

Dave Westrate

We pulled out at 6 am with the woodie in the trailer, and we arrived at Hiawassee, Georgia at 5 pm. Half of the trip we were going vertical up and down those beautiful Blue Ridge Mountains; but, all in all, it was a nice drive.

The show was great, with over 200 Fords. There were a lot of 1940 models, but only two woodies - Cliff Green and us. Cliff drove his all the way, of course. Aside from the good weather, the highlight for me was judging in the Rouge Class for the first time (the more dirt and rust the better). The view of the lake and, as always, the time spent with friends and club members were special.

On Friday, we toured two world class collections of cars and visited the German theme town of Helen, GA. A beautiful mountain river flows through this town, and it was full of people "tubing" in the cool water.

These meets have a lot to offer, so plan to attend next year if you can.

Jeannette Hall

Barry and I left on Monday, June 20th and stayed in Asheville, NC on Monday night so that we could tour the Biltmore Estate on Tuesday. The Estate tour has changed radically since I was there as a kid and the admission is quite pricey but worth it if you have not been there lately. We arrived in Hiawassee Tuesday night and were pleased with our room and the overall setup for the meet and activities. Our room faced Lake Chatuge and we had some interesting experiences with nighttime animal noises! The Georgia group tried to help identify the source of the noise which became a big joke among a group of us.

Our opinion is that the Georgia Regional Group did an excellent job of organizing and carrying out the activities and in making people feel welcome. We especially enjoyed the two fantastic garage tours (Larry Bailey and Jacky Jones). Cliff and Bill rode with us in a modern truck through the mountain roads to Larry's and we enjoyed a nice lunch at a local restaurant on the way back. A funny comment was made by a local person in the restaurant about the nerve of him (Barry) to wear a Nationals T-shirt in Braves territory. Barry was born in DC and we are big Nats fans so look for that T-shirt wherever we travel! Jacky Jones has a fantastic collection of Mustangs, V8s and other Fords so we were in Ford heaven since we both love Mustangs as well as V8s. We had lunch at another local restaurant and the owner and server were so southern friendly. It makes you wonder what has happened to hospitality in our congested area!!!



My Pierre (50 Ford) now has 16 Dearborn Awards and 38 AACA Preservations and we plan to take him to two more AACA shows this calendar year. Traveling to and from the meets is not my favorite part of the hobby and the trip to Hiawassee was long even though Pierre traveled in his house on wheels. Our favorite part is seeing our friends from other states especially the 49-53 Ford & Mercury owners. Pierre has been to a lot of places we never would have traveled if it were not for him.

All members' cars were awarded a Dearborn or Dearborn Emeritus!

Joe Wright



After I finally found Hiawassee, Georgia on the map my first thought was "you can't get there from here". Traveling the last 30 miles over Route 76, pulling a trailer with a '38 Ford 4 door convertible, made me think my first thought may have been correct but persistence paid off. Route 76 to Hiawassee was something else.

Nothing but a two-lane road over mountains with 6%, 7% and 9% grades and at times the speeds were posted at 20 miles per hour. After getting to flat land going through the Town of Hiawassee everything was fine until a woman decided to pull out of an intersection without looking. Fortunately by jamming on the brakes, turning to the right and the other driver finally looking and speeding up, a disaster was avoided.



Hiawassee was a great place to have a V-8 show with Lake Chatuge and the mountains as a back drop. Having the cars parked on the terraces of the fair grounds was a unique way of displaying the vehicles. I have shown cars at AACA, Classic Ford Thunderbird and the V-8 meets and the V-8 shows are by far the most enjoyable. There is a comradely among V-8ers that is not at the other shows. The Georgia Region hosted a great show and let true southern hospitality shine through and even had samples of moonshine to try.

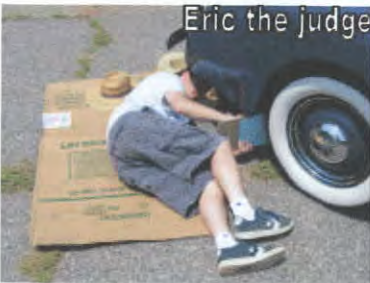
Eric Sumner

The Eastern National meet held in Hiawassee, GA. was one not to be missed. The trip through the mountains was a little hairy at times but well worth the effort. The view from the meet hotel was incredible. Set next to Lake Chatuge, we could see mountain ranges off in the distance, that is if you could see past all the beautiful Fords on display. Approximately 220 cars were showing their best in the clear mountain air. Strangely absent were Woodies, only two showed up, and we brought them both (Green's '40 and Westrate's '39). One thing for sure though, those Georgia boys love a '40 Ford. You couldn't swing a dead reuener with out hittin' a '40 Ford. And Moonshine, well, we saw our fair share of Mason jars full of something that looked the part, never did get a taste though.

The local regional group did a fantastic job and never ran short of good old fashioned southern hospitality. It was

obvious the planning and attention to details were well thought out. One of the best parts of these meets is the fellowship with other V8er's.

It's was nice to catch up with some of our "long distance" members and find out what's happening elsewhere. The weather couldn't have been better, low humidity and there



always seemed to be a breeze blowing. Amid all the excitement of concourse day, I found myself every so often just starrng off into the hills wondering what it must have been like.

A full load in the trunk of a '40 Coupe, a hopped up flathead under the hood, and runnin' through those hills flat out like a long legged dog. Get's my blood racin'.

Bill Tindall

The Eastern Regional V-8 Meet in Georgia was the sixth regional meet that Sylvia and I have attended. While the format of each is pretty much prescribed each V-8 Meet has its own special flavor. I found GA distinct because of a) the cars that come, b) the special tours that are arranged, and c) the old friends and new friends that you make. This year was no exception as Sylvia and I took the Lebkicker-Blum-Tindall '46 Ford Convertible to the Georgia Mountains. We went with six others from the Ohio Regional group #141and since they all pulled trailers I needed one also if



was to keep up with them. So I was graciously lent one from the stable of master craftsman and restorer Ron Stauffer.(Ron has over 40 old cars all restored by himself) Leaving Ohio at 4:30AM wasn't the issue it was the hours and hours of pulling a trailer with my F150 once out of Ohio and Kentucky. From that

point it was 250 miles of winding and convoluted roads in TN and GA which made for a stressful 12-hour trip done in hot humid weather. While the scenery was beautiful, it was like driving in a tunnel most of the day as the heads-up driving gave little time for sightseeing. On the return trip we were given a reminder of life's fickleness as we witnessed two accidents happen.

My second memory was the fun of meeting up with the guys and gals from No VA (Cliff, Billy, Dave, Eric, Jeanette and Joe,) and talking about club activities and friends in No VA. I even had a short ride in Cliff's Woodie, which caused me to wax nostalgic about my 18 years with them and others in No. VA.

Another lasting impression was a most restful event on a restored train that took us through the bucolic GA mountains. The train car we were assigned to had seen service in Canada and that brought back a lot of memories of my days as a college student when trains were fairly common means of transport and when I had been in identical cars.

I helped judge 1940 closed and open cars in sweltering heat and recall the looks of anxiety as the owners signed off on their judging sheet. Judging is something everyone should do as it caused you to learn so much about the details of our favorite cars

Finally I remember how nice it was to be at a well managed banquet in an idyllic lake shore setting and hear the names of Dave Westrate, Cliff Green, Jeanette McDonald and Bill Tindall called to the front to pick up their Dearborn medals. It gives you a sense of pride knowing how much work went into making that possible.

While I know not every V-8 member can attend a Regional Meet (there were 179 cars on the field in GA and their attendant owners and others) it is an experience everyone who likes the Early Fords should do. You make think these events are all about the cars, but I can assure you they are more about the people-



Butch and Francis had to rent a Ryder truck after their tow vehicle bit the dust. The '78 Ford had served it's time and Butch junked it in NC. He offered to bring anything back with him.

TECH TIP: TURN SIGNALS -Part I INSTALL THEM FOR SAFETY

Art Spero

How many times have you been out for a ride in your V-8 and wished the other drivers on the road understood old fashion hand signals? Most of you know what I mean.....put your arm out the window, bend your elbow and point your fingers up for a right turn, or straight out for a left turn. If you are lucky, the least that will happen will be an obscene gesture from anyone born after 1955 who thinks you are either waving to them or giving them the "reserve salute". But, if you are really unlucky, your V-8 could end up in the body shop along with you in the doctor's office, or worse. Along with seat belts, electric turn signals can be a very prudent addition to your V-8. Both are relatively easy to install. If you do not feel sufficiently versed in 6-volt automobile wiring, there are many club members ready and willing to help get the job done for you. A word of caution: For those interested in maximizing show points, EFV8CA rules allow only "temporary" turn signals. This article addresses permanent installations. For those of you with "modern" V-8s, consider yourselves fortunate.....you already have factory installed signals.

This past April while I was visiting my brother in New England, I happened to inquire about the turn signal "kit" I had given him for Christmas about eight years ago. I had found them (NOS '50s vintage, still in the like-new box) at Carlisle. I got them in response to his statement, "Gee, I would really like to connect a turn signal set to the NOS fog lights I have for my '40 coupe". That was my cue! Fast forward a few years: Well.....my brother pointed to two boxes in his "office" where both the fog lights and the turn signal set were collecting dust all this time. Both were still on his "to do" list of projects. Normally the weather in New England is a crap-shoot in April, but we were fortunate to get seasonably warm, sunny days while I was there. So, out of the barn came the '40 for the first time since October, and the project was underway before anything else could interfere.

There are several ways to accomplish turn signal installation, both for the lamps themselves as well as for wiring. For the front, you can use the existing cowl lights or "park" lights. You may need to convert the bulb socket fixture to a 2-filament unit, however. For the rear, you can use existing taillights, utilizing the brake light portion for the turn signal. Obviously, this is not a practical solution for those V-8s with a single taillight. In my brother's case, his '40 coupe is a "Standard", but he installed the second taillight when he restored the car. Be aware that the candlepower of these may very well be so low as to be non-visible during the day, especially in bright sunlight. Even the so-called "bright bulbs" and halogen bulbs installed in a unit with an old reflector can be insufficient in sunlight. There are specialty aftermarket companies that carry LED (light emitting diode) taillights for some V-8s, but they are

quite expensive and the lenses and hardware do not look very authentic. They also have the limitation of being "directional" (no pun) with restrictive view from off-angles. If you are more concerned with safety than authenticity, you can adapt other light fixtures to do the job. My brother's '40 coupe is definitely a "show quality" car, but he chooses not put it in shows. So, he decided to wire up his NOS 4" fog lights in front and, since the '40 "Chevron" taillights are notoriously hard to see even at night, a set of converted '34 Ford cowl lights in the rear (see Figures 1 and 2). The candlepower of those lights is more than adequate for sunlight visibility. The fog lights have amber sealed beam bulbs, and the rear lights use amber painted bulbs. Both are very functional and effective at all times.



Part II - How to install and wire - next month

FOR THE LADIES

This ad is courtesy of Patty Girman. Probably from the 1940's by the shape of the fenders.

Something we ladies appreciate!

REGISTERED
REST ROOM
A TEXACO DEALER SERVICE

Another **TEXACO DEALER** service...
appreciated by motoring families.
You'll find Texaco Registered Rest Rooms
wherever you drive in all 48 States.

TEXACO
THE TEXAS COMPANY

Raisin' the Roof – Part 1

Ken Burns

As most of you know I didn't learn my lesson very well when I finished restoring my first Woodie (Woodie I) soooo, being a glutton for punishment, I went out and bought a basket case '41 Woodie back in the late '90s. This is a car that I would have broken up for parts back in 1969 when I bought my first '41 Woodie off a used car lot in California, but times have certainly changed – just look at the price of Woodies on Ebay! So any way, here I am with a car that needed an entire new wood body and although I didn't learn my lesson very well the first time around at least I learned it well enough to know that the only hope for saving this car was to have the wood body built for me. Charlie Morrison (photo 1) and I



had a great time going out to Cincinnati to retrieve the body several years ago. Since then I've been slowly working my way through some metal repair (photo 2) and right after Christmas got serious

about trying to fit and assemble the wood body to the floor pan. No sweat moving, lifting, fitting the doors, B-pillar and quarter panels by myself but, the roof assembly was something

else. I'd been able to move it around my shop on a furniture dolly, uncrate it and start to fit it to an old '41 Woodie cowl section I had.



I could get it up on saw horses, roll it over and do just about everything I needed to do short of actually lifting up onto the car by myself but that sucker was just too big, too heavy and too awkward to even contemplate hefting it up there without a lot of help.

One of the great things I've always cherished about the Early Ford V-8 Club is the willingness of members to help one another with almost anything that comes up. I missed last month's meeting where I had intended to recruit a few willing bodies for a little Saturday exercise so I sent Cliff an email and asked that he forward it to our members. In spite of the relatively short notice I got a good response from our members. Not only did I hear from folks who could come over and work, but I got responses from folks who wanted to be there to help but were not able to for one reason or another. Wow, talk about a great bunch of club members.



Early Saturday morning I moved Woodie I out to the driveway to give us more space to maneuver the roof assembly around in. Once Cliff Green, Bill Simons and Dave Westrate arrived we set to work. The first order of business was to move the roof assembly out into the space just vacated by Woody I. (photo 3) This way it would be directly behind



Woody II and we could move forward with one of us on each corner and lift the roof directly up when we got to the chassis. If I figured we'd have to trial fit it several times before we finally got it right. At Dave Westrate's suggestion

I had rough-fit the doors, B-pillar and quarter panels to the floor pan. (photo 4) Everything was clamped in place except for the C-pillar. I decided that the C-pillar would need to be secured to the cast iron bracket and the only way to do that was to drill my first hole in the new wood. A little sweat, a couple of measurements and rechecks and I finally got up the nerve to drill the first hole. To position and hold the B-pillar steady I installed the brackets and the original roof bow that connects the two pillars together. I knew that this would have to be removed before we made our first attempt to put the roof in position. I was also concerned that the doors and pillar in between them might be under some outward pressure. I didn't want all the new, pristine wood to fall outward when we removed the roof bow so I tied the two pillars and adjacent doors together across the car with some



rope. Not a very high tech solution but just a little extra precaution. Once the pillars were secure we would take the roof bow and brackets out. (photo 4a)

(Continued next Month)

GREAT RACE -

Al Edwards

Well, they came and went, and they were impressive. I'm talking about the participating cars in the "Great Race" (www.greatrace.com), some 140 of them -- worth over three million dollars, that came through our adopted town of Front Royal last Saturday afternoon.



Main Street in Front Royal is narrow and historic and lined with old-time shops -- perhaps a bit by design and a bit by history. Front Royal has managed to save its downtown storefront community and even though some of the stores are hanging on a bit, the town has done a good job of not knocking the whole thing down for development.

The vehicles started arriving from DC after lunch and were guided in to their designated parking spots on cordoned-off Main Street by local race officials. The cars were backed in carefully at an angle, ready for pictures and ready to escape to the road again. The teams then retired into the local chamber of commerce for a "pit stop". Anyone who wants to see pictures can go to the website -- there are a plethora of them on there and perhaps something for every member of our club.

I was impressed, not only with the cars, but the attitude of the teams, most of whom were in costumes appropriate for the vehicle. One of the better ones was the couple in the dull army olive green 1940 Ford Staff car, dressed the part in Khakis. It looked and was hot, and their uniforms already looked rumpled on only this first leg. Still, they had the energy to salute for all the cameras and I really respected them for being "on" when they could have snuck off and cooled down. The same for the '36 Ford "Black and White" Police car, which came into town with sirens blazing. Some of the teams had picture postcards of their vehicles, which they handed out (even backing up to do so) to young race fans milling around their vehicle. If there was any fatigue on the part of the teams, they didn't show it, and they went far out of their way to be courteous to the fans, patiently answering questions about their cars and the "rules" of the race.

I can't imagine that any of those vehicles had A/C in them. To make matters worse, there were some delays getting out of Washington DC which undoubtedly meant HEAT in the downtown asphalt. I don't know who was in worse shape, the teams in enclosed cars or the ones in open cars, exposed to the sun. Only about a 45 mph clip would even begin to make it cool down. I noticed a couple of the racecars with external exhaust had high-temp wrap on their tailpipes. It made me realize that this was a grueling test of endurance, not only of the cars but also of the teams themselves. Days and days in an open, high-decibel roadster or vintage race machine? Please

pass the earplugs, SPF 20 and another ice cube, thank you.

All in all, it was a very nice day in Front Royal. It was like a piece of colorful, small-town Americana to be savored -- the band playing in the town Gazebo, a tall man in a glorious "Uncle Sam" costume, the vendors with the kettle corn, hot dogs, funnel cakes and other delicacies, young ladies hawking programs, and those wonderful cars! Hats off to those who organized it and especially to the teams.

Front Royal turned out to welcome them, and yes, it was a very nice day. I must say that Mary and I were very proud and happy to be living here now. It was our first "Great Race" but it will not be our last.

FORD MEMBORBILIA

John Girman



This is a Ford Trouble Light that I purchased on eBay. It was given out by Ford dealers in the early '50's to potential customers who took a test drive. The little kit is complete with an automotive light bulb and contains a small printed not to the potential customer.

VALVE CLATTER AWARDED 1ST PLACE



The National Newsletter Contest Chairman John Keating presented Editor Cliff Green with a plaque for first place at the June meeting. John drove 2 ½ hours in rush hour traffic to attend to make the presentation. The plaque reads: "For outstanding efforts in the communication field for the EFV8CA."

BACK PAGE PICTURE

This picture is credited to NBC Channel 6 in Miami. What we have here is a Seibert conversion of a 1946 sedan. I imagine that the Coast Guard sunk the thing – to bad, I bet it would have gone for big \$\$ on Ebay!



DON KING

PO Box 1415
Glen, NH 03838
603=383-8137
'37 Fordor Touring, '40 Deluxe sedan

Marvin & Norma Belles

124 Woodberry Rd, NE
Leesburg, VA 20176 703-777-3212
46 Club Coupe

Welcome Back – WAYNE & JOYCE HANDY SALE/WANT

For Sale: Divided light wooden barn window. Eight panes, fits a 18"W x 74"H opening. Perfect above a door for letting light into a garage or tool shed. Hand-made, \$75 in materials to construct. Best offer. Dave Gunnarson 703-425-7708.



FOR SALE-1970 plymouth-6 cyl-4 door-\$950.00

1968 dodge monaco 383 v8-4 door-runs great-very good condition-\$2950.00 -1951-52 ford 8n tractor-\$2550.00 -1980 olds cutlass supreme -2 door ht- low mileage-factor air-fm radio \$1850.00 -sears suburan 12 garden tractor-with snow blade-wheel weights and chains \$750.00 call gene welch at 540-869-7475-welco@visuallink.com

Wanted - 1936 headlight rims (I want to install '36 headlight lenses on my '35 Coupe), 1935 headlight lens clips (6) for my '35 Cabriolet Hank Dubois, (703) 476-6919 or hcdubois@juno.com.

For Sale: 1919 Model T Ford Roadster, excellent Condition, great touring Car; \$12,000; 1991 Ford Bronco Silver Anniversary Limited Edition; 31,000 miles, always garaged, excellent condition; \$7,000. Please contact Jeannette or Barry Hall, 540-373-1229, moorehall@msn.com.

EFV8 NCR & NVRG Club Tour August 25, 2005 Follow the escape route of John Wilkes Booth through Southern Maryland.

Please call Jim Crawford 301-870-2036 by Aug.15 to confirm.

Begin 9:30 a.m. in Clinton at the Mary Surratt House Museum. Follow route to Dr. Samuel Mudd's house/museum in Bryantown (Noon). Follow Booth's route along the back roads through historic Charles County.

Late lunch at Capt. Billy's Crab House in Newburg (2:30 p.m.).



Time for a Trip to the Drive-in Movie again!

- We'll depart the Fair Oaks parking lot at **2:30 pm** on Saturday, **August 13** (with a stop at Gainesville on the way, as needed).
- **Dinner** will be at the **New Town Tavern**, Stephens City, VA about **5:30 pm**.
- **Movie** at the **Family Drive-in**, Stephens City about **8:00 pm**. Cost \$7.00 adults. Speakers are available but bring an FM radio or boom box for better sound. Bring lawn chairs in case it's hot and blankets, in case it's not. Insect repellent might be considered, also.
- For those who wish: **Overnight stay** at the **Holiday Inn** nearby. You will need to make a reservation for the night of August 13, **800-785-7555**. I have several rooms reserved under my name for \$80.10 (eight rooms with two double beds each, non-smoking; confirmation number 6513 7896). Please change the reservation to your name, as my generosity only extends so far. You must make the reservation by July 31.
- To reserve a spot on this tour and for any further information, contact **John Girman (703-242-1459)**. This is especially important if rain forces postponement. Our rain date is the next Saturday, August 20. If we're really unlucky and have a further postponement due to rain, the next date will be August 27.
- Mark your calendar, make your hotel reservation and give me a call



V8 CALENDAR NVRG



JULY

- July 4 Business Benefits Group Classic Car Show, Fairfax City– on parade route. Must be on lot by 9 am
Music, drawings and giveaways 703-385-7200x109 Limited space
- July 10 National Capital V8 Annual Car Show, Brookville, Md.
- July 12 **Annual Club Picnic** – Nottaway Park, Vienna
- July 28-30 EFV8 Foundation “Auburn Motorfest”, Auburn, IN

AUGUST

- August 5-7 42nd Annual Das Aswcht Fescht, Macungie, PA
- August 9 **Membership Meeting** – Review of Eastern National Meet Refreshments: **Dave Gunnarson**
Fredericksburg AACA – Contact **Jason Javaras** 540-786-5819 for information
- August 13 **Drive-In movie night – NVRG TOUR** see page 10 for details
- August 25 **Jim Crawford** Tour of Southern Maryland – see page 10 for details

SEPTEMBER

- September 3 Mason-Dixon Region, AACA at Vintage Motorcar Co., Rt 340 – 2 miles W. Harpers Ferry
- September 4 Sterling Classic Car Event, N. VA Comm College, Loudoun campus, Rt. 7, Sterling
www.sterlingclassiccarshow.org
- September 5 Town of Clifton Labor Day Car Show
- September 11 Sugarloaf Mt AACA meet, Mt Airy, Md
- September 13 **Membership Meeting** Program TBA Refreshments: **Butch Myrick**
- September 17 Bull Run Region AACA, Prince William County Fairgrounds, Manassas. www.aaca.org/bullrun.com
- September 18 Piedmont Region AACA, Charlottesville – Contact **Dick McIninch** OLCRFN@aol.com
- September 25 Lucketts Antique Auto Show, Lucketts Community Center , Rt 15
- September 28- 30 Fall Carlisle

THE FAMOUS FLAT HEAD GRILL IS OPEN JULY 12TH

6 PM AT NOTTAWAY PARK, VIENNA
HEAD CHIEF GREG MENSINGER

WILL BE ASSISTED BY
DAVE GUNNARSON AND HANK DUBOIS



MENU: BBQ RIBS
PULLED PORK BBQ
BBQ CHICKEN
SAUSAGE LINKS
POTATO SALAD, COLE SLAW , BAKED BEANS
WATER MELLON
HAMBURER BUNS

Bring your own beverages and a dessert to share.

Contribution of \$5 a person is welcomed. **Contact Greg for reservations:703-893-5644**



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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 alternate sites. **SEE YOU THERE**



FIRST CLASS MAIL

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