



# VALVE CLATTER



## THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

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August 2005

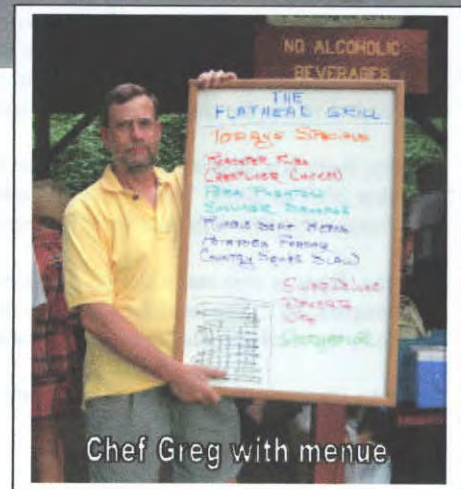
Cliff Green, Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004

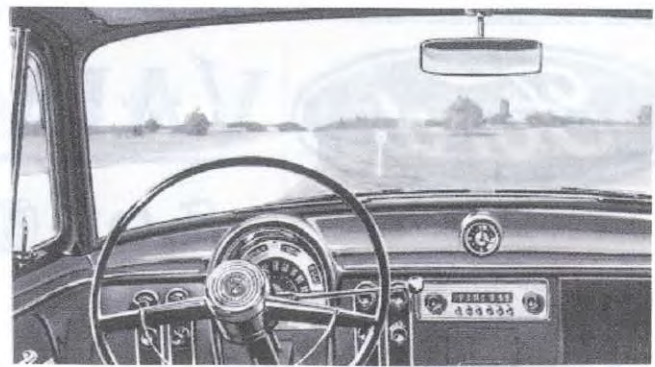


**NVRG PICNIC 2005** The NVRG "Flathead Grill" was opened for business on July 12<sup>th</sup>. In lieu of our general membership meeting, it has been our tradition to hold a picnic. As last year, the club members cooked the food and a contribution was made to the pot for expenses. Chief Greg Mensinger and his helpers, Dave Gunnarson and Hank Dubois, put on a wonderful spread – first class – thanks guys and all the rest that helped.

The weather was threatening and might have decreased the count, but a grand time was had by all, including Buzz & Ginny Potter.



Chef Greg with menue



## UP FRONT WITH THE PRESIDENT

**August 2005**

Well, the club picnic has come and gone. We had a good turnout for the event, as usual, and the rain that threatened only materialized as a few sprinkles after we were finished. Those folks, who signed up but didn't make it, missed some really good food. **Greg Mensinger**, acting as the head chef with the able assistance of **Dave Gunnarson** and **Hank and Cindy Dubois**, turned out some excellent barbeque! They had arrived earlier in the afternoon and had the picnic area at Nottoway Park in great shape when the hungry horde arrived. I'm sure there is a group photo somewhere in this issue of the Valve Clatter commemorating the event.

Many members have signed up for the upcoming **Drive-in Movie** on August 13. I'm working hard to get my '53 Victoria back on the road in time for the movie. With more than a little help from **Hank Dubois**, I took the transmission out a couple of weekends ago because I need to replace the rear seal on the transmission extension. Also, the throw-out bearing told me on last year's Lebkicker Tour that it was due for a replacement this summer. The job went fairly smoothly by using Hank's large floor jack to support and lower the transmission. Now if I can only get that old seal out, I'll be in business.

And speaking of tours, **Don Lombard** is collecting ideas for this year's Lebkicker Tour. If you have some thoughts on where to go and what to see, let him know. **Ken Burns** is heading up a workgroup to create a club calendar. Several folks have already volunteered to help but there is a need for a few more to serve on the workgroup to help obtain photos of club members' cars, select photos and do a little photo editing. This is a new endeavor for the club and it will be interesting to see what develops.



Finally, there is a Steering Committee that is developing options for a proposal for the NVRG to host the Eastern National Meet in either 2007 or 2009. This group is headed up by **Cliff Green** and staffed by **Jim LaBaugh**, **Dave Westrate**, **Hank Dubois** and **Sandra Green**. I'm sure we'll be hearing more about this as time goes on.

Oh yes, there is one more thing. After our car show in May, we sent a check to the Armed Forces Retirement Home in Washington, DC. We used the proceeds from the 50:50 raffle at the car show and kicked in a little extra to round up the total. Recently we received a letter of thanks for the contribution. Way to go, NVRG!

Hope to see you out and about in your early Ford V8,

JOHN

## RAISIN' THE ROOF – PART II

Ken Burns

Now it was time to heft the roof up into place for the first time. We each grabbed a corner and started forward. Once Dave and I got to the rear quarter panels we lifted the roof up and over the car and inched forward. (photo



5) We got the roof up almost to the cowl and set it down on top of the doors, B-pillar and quarter panels. Not too bad so far. We needed to elevate the rear of the roof slightly in order to slip the front header of the roof into the cowl. Well, that was the plan anyway. As we got the front header up against the cowl it was pretty obvious that there was a lot of extra material on the header and side rails that would need to be trimmed before we could get the roof to slide into place. We set the roof down on top of the doors, etc, and cogitated for a bit about our next move (the old farts among us were also resting their arms – well, at least I was). Decision: move the roof back off the car and down onto the sawhorses for some trimming. Off it came. Trim a little, plane a little, grind a little and then back up onto the car. Well, now we could almost get the front edge of the header to slip into the cowl. Off the car. Repeat the trimming, planning, grinding process. Try to fit again. Still too fat (of course it's much better to have excess material to trim away than to have the piece too small or thin). Off the car. Do this a couple more times. Finally got it close enough to where we could slip the front header into the cowl about an inch. Check the roof overhang at the rear of the quarter panels – boy, are we still way off – we should have about of overhang and right now we've got about 2 1/2. We're going to really trim off a lot of material in order for the front header to slid down into the cowl another couple of inches. Fortunately, Dave was thinking and suggested that we didn't have to take the roof entirely off the car – all we needed to do was slid it back out of the cowl and let it rest on the doors, etc while we did the trimming. Good idea and certainly a lot better than all this lifting and hefting and sweating we'd been doing before. Got a hunk of 1x2 from the basement to support the roof back at the quarter panels and let the header rest on top of the cowl. While the four of us lift the roof section my trusty assistant and ace photographer (aka Helen) slips the 1x2 across the top of the quarter panels. More trimming, etc. Things are getting better

but now the tenons on top of the B-pillar stick up too high and that means we have to lift the rear of the roof up at an extreme angle to clear the tenon as we try to slip the front header into the cowl. Cogitate a little more –



off come the doors and out come the B-pillars – quarter panels stay in place. Things are a lot better but we still need to trim, trim trim. (photo 6) We worked steadily until 1:00 p.m. and got the roof close enough for me to continue working on it by myself.

I can lift the rear of the roof up, slip the 1x2 in place across the top of the quarter panels, work it forward, move up into the windshield opening and slid the roof back out of the cowl, raise it up a little and rest it on the cowl to trim some more. After a couple more days of work I had the header trimmed down to the point where it will slip easily into the cowl and the rear edge of the roof aligns properly with the rear quarter panels. There is really a lot of excess material in the side rails and front header still to be trimmed off to make a smooth

transition from the cowl to the wood.

(photo 7 & 7a) I don't



want to do that until I have all the rest of the body fitted together. It's tempting to go in and make this adjustment now but there's no way to tell how the header and cowl will finally align until all the other adjustments are completed. For example, the roof sits down properly on the left quarter panel but I've got quite a gap where the C-pillar meets the



roof on the right side. (photo 8) I can't raise the front of the quarter panel because: 1) I've already drilled the hole that attaches the C-pillar to the cast body bracket and 2) if I raise the front of the quarter

panel it will tip the top of the C-pillar toward the rear and screw up the door alignment. As Dave says "For every action there's an equal and opposite reaction." Move something here and something over there goes out of alignment. My next job is to get the roof down tightly on both quarter panels. From there I can start to final fit the doors into the body. I've trial fit the doors and B-pillar back in place and find that I'm going to have to elongate the mortise in the roof in order to reposition the B-pillar slightly to the rear. I'm also going to have to trim quite a bit wood off the roof in order to re-contour the top of the front door opening. Again, better to have too much and trim it away than to have gaps that need to be closed.

Well, that kind of brings you up to speed on what we got accomplished. As I said before, one of the best things about belonging to this Regional Group is the willingness of members to pitch in and help one another. Without Dave, Cliff and Bill's assistance I'd never have progressed to where I am today. I also need to thank Barbara, Sandra and Liz for letting their boys come out to play!  
( see back page)

## Lincoln: The Early Years

### The first Decade: Henry Leland to Henry Ford

*John Sweet*

The Lincoln automobile has been around for more than eighty years. It has an interesting and varied history that all early Ford V-8er's should be familiar with because Lincoln's early history is very much intertwined with the history of the Early Ford V-8. From its early associations with Henry Ford, to its renaissance under the artistic guidance of Edsel, Lincoln is just as much a part of early Ford history as the V-8. But Lincoln automobile had its beginnings with Henry Martin Leland. Leland, a master machinist, started working his trade at age 17, first for the Springfield Armory and then later at Colt Arms. Always a patriot, it was during these early years that Leland adapted the great emancipator, Abraham Lincoln as his personal hero. It was also during these formative years that he found the elegance and beauty of precision manufacturing, the desire of which stayed with him for his entire life. Later in his career Leland decided to team up with Robert Faulconer and Charles Norton to found Leland and Faulconer Manufacturing in Detroit, Michigan toward the end of the 19<sup>th</sup> Century

It was a very good time to be in Detroit as the burgeoning automotive industry was looking for machining and manufacturing firms to help produce engines and other machined parts. Leland and Faulconer became a major parts producer for companies such as Oldsmobile and soon the term Leland-Built became synonymous with quality. Indeed, Leland built Oldsmobile engines were better running and produced more horsepower than other Olds engine built to the same general specification. Leland's adherence precision and his reputation led him a business called The Henry Ford Company. Founded in 1899 as the Detroit Automobile Company by a group of men who included Henry Ford, the Detroit Automobile Company did not fair well and was reformed in November of 1901 as the Henry Ford Company after producing a little over dozen cars. For eight months Henry designed and tinkered, trying to develop the winning design that would make them all rich and the Henry Ford Company a success, but by 1902, production issues and differences in engineering design had the investors turning from their chief engineer Ford, to outside help in the form of Henry Leland.

Leland took over management and by August 1902 the Henry Ford Company had become Cadillac. Henry Ford left to pursue his universal car. Leland stayed to make Cadillac the standard of the world. Soon the success of Leland and Cadillac caused others to take notice. In 1908, three Leland built Cadillacs amazed Great Briton and the world when they were disassembled, the parts mixed up, and then put back together again with no fitting or reconfiguration. The three

Cadillacs were then put on the track and ably demonstrated the Leland mantra for precision and the interchangeability of parts. This feat won Cadillac the famed Dewar Trophy. Leland was also bestowed the title "Master of Precision" by the impressed British.

With all the praise being heaped upon Cadillac, William Durant, who was in the process of founding General Motors took notice and soon Cadillac was bought into the General Motors fold. This marriage worked well until World War I. In April 1917 America was drawn into the War to end all Wars and Leland, always a patriot, insisted that Cadillac lend its manufacturing strength to the war effort and help defeat the Kaiser. Billy Durant saw no future in war-work, put his pacifist views on the table and said no. When Leland pressed to perform war related work, Durant again refused. Leland immediately resigned from GM and Cadillac and proceeded to found a new company in July. When a name needed to be chosen for the new company, Leland decided to name it after his personal hero, Abraham Lincoln, and thus Lincoln was born. . Soon the company was fully involved in manufacturing aircraft engines. By the official end of the war in 1919, the Lincoln Motor Company had produced more than 6,500 Liberty Aircraft Engines for the United States Army and the Allies. With the war ending and the need for the Liberty engines greatly diminished, the government cancelled the contract, and the 79 year-old Leland needed something else to keep the factory going. It was obvious to all that production should switch to automobiles and so it did. In 1919 the design for the first Lincoln automobile was started. When word got to the public, the company soon had over 1000 orders for the as yet unseen Lincoln based simply on Leland's reputation.

When it was introduced in 1921, the new Lincoln was an impressive masterpiece of engineering. Each Lincoln was a beautiful example of engineering excellence and precision that Henry Leland was known for. Its 60° V-8, machined fork and blade connecting rods and crankshaft, and five main bearings were as fine an engine ever to be designed. However, the new Lincolns had a slight deficiency with style. The new car reminded people of pre-war Cadillacs. To be charitable, the new cars were stylistically challenged. To be blunt, they were ugly. It is said that beauty is skin deep, but while Lincoln's inner beauty of engineering was a marvel, the buyer of the 1920's wanted an up-to-date modern car that would fit the frenzy of the jazz age, not a throw back body design of the by-gone teens.

Thus, early styling issues, plus a recession caused sales to evaporate. The company struggled, and thing went from bad to worse when the government came looking for what amounted to a bogus tax bill. By 1922 Lincoln was in receivership heading to oblivion. At this point Henry Ford came in to the picture. The \$8 million price\_tag ordered by\_the court paid. In January of 1922, Lincoln was now Henry Ford's. Although Henry Leland and his son Wilfred were allowed to stay on as mangers, the

to Ford taking over. Suppliers and sub-contractors who believed that they had lost hope in getting reimbursed found the debts paid.

Henry Ford named Edsel president of the company and the Lincoln was ready for a renaissance. Under Edsel, the Lincoln became a new car, both in looks and performance. Throughout the twenties and early thirties, Lincoln's could be seen with bodies by Brunn, Dietrich, LeBaron, Judkins and many others. Even Lincoln's own in-house bodies had a style that caught the public eye and fancy. The model L Lincoln was produced from 1921 until 1930. In 1931 the V-8 model K was introduced. In 1932, V-12's were introduced in the form of Lincoln Models KA and KB. By 1933, the V-8 was dropped, and by 1934, the KA and KB Lincolns became known simply as model K's, all powered by V-12's.

While never large sellers, Lincoln always had consistent sales during the 1920's and the styling genius of Edsel Ford contributed to those sales. Then came that certain Tuesday in October. The bottom dropped out of the world. The crash of '29 and the resultant depression changed the country the world, and market forever. By 1932 the handwriting seemed to be on the wall. Sales of the big K Lincoln's were slipping and help was needed if Lincoln was to survive.

Part 2: Enter the Zephyr

### TURN SIGNALS – Part II INSTALL THEM FOR SAFETY

*Art Spero*

I have found there are at least two different types of turn signal units: so-called 5-wire and 7-wire units. From what I can determine, the 5-wire unit is intended for use outside the factory wiring harness (all new wiring and lights), and the 7-wire unit is intended to be integral with the factory wiring harness (use existing lights and brake light circuit) and factory installed lights. The 7-wire unit can be altered to use with all new lights. I do not think the reverse is true, however. Maybe someone who knows the real reasons can write in. You will need to decide which way you want to go before you purchase the turn signal unit. Also, I have seen several styles of units: some are "Art-Deco"; some are "Utilitarian"; some are self-canceling, incorporating a "rubber" disk that moves as the steering wheel rotates; some are non-canceling and must be manually moved back to "neutral" after you complete the turn; some have indicator lights to show left or right turns; some have an indicator light for the brake light; some even incorporate a "hazard" light function similar to modern cars. I am sure there must be other variations on style. They all use a clamp to affix the unit to the steering column and are not truly permanent installations.

Whichever style turn signal unit you decide to use, you will also need the following materials: an in-line fuse rated per the manufacturer; a 6-volt positive ground turn signal flasher (available from several "re-pop" houses"); a 2- or 3-prong

(depending on the signal unit flasher requirements) sealed beam headlight connector with a few inches of 14 gage or heavier wire (this connector is for the flasher); a few feet of color coded 14 gage or heavier stranded wire, preferably coded differently for each leg of the 5 or 7 wire signal unit. Other miscellaneous materials needed are wire terminals and connectors, "tie-wraps" to keep things neat, some "shrink-wrap" or electrical tape, and a good wire stripper/crimper. An added safety feature would be the use of electric relays if you plan to use high candlepower (high amperage) bulbs. There are two types of relays: electronic (mini-circuit boards with resistors and diodes) and mechanical (electromagnetic with coils and springs). The use of relays will reduce the current load through the "OFF/ON" ignition switch on your steering column, and keep the wiring from over heating, or possibly worse.....burning. For my brother's car, we could not locate any 6-volt positive ground relays, so we wired the turn signal unit "temporarily" directly to the lights, but leaving the provision in the wiring for relays on the fog lights when they are eventually found. I have read somewhere that a V-8 horn relay can be modified for such a use, but have not yet tried to figure out how. Maybe a reader will know. In the mean time, the search continues for 6-volt positive ground relays.

As for the actual wiring paths and connections, the manufacturer's instructions are truly helpful. However, if those are not available, you can readily "figure it out" with a bit of logic and a volt-ohm meter to determine the manufacturer's color coding scheme for front, back, left,



right, and brakes (if you use the 7-wire unit). On a bench, without power to the unit, use the "ohm" portion of the meter to determine continuity in the wires while moving the turn signal handle from left to right.

Remember there will always be a "hot" input wire and a "ground" wire. Figure 3 shows a general wiring diagram that you can use as a starting point.

When locating a place to tie in the "hot" lead for power input to the unit you should avoid connecting to the "coil" terminal on the ignition switch. Splitting power there will decrease the current available to the coil and points and may (Continued page 6)

## TURN SIGNALS (Cont.)

very well cause poor engine performance. On the '40 switch there are three terminals marked "battery", "coil" and "gag" (for the instrument cluster and everything else that is an "accessory"). We chose to connect the turn signal to this latter terminal. It will have no current with the switch in the "OFF" position, rather than have it "live" all the time. I believe all V-8 switches through '48 are similar. I do not know about the later V-8s. We routed the rear light wires along side the existing wire loom and against the frame between the rear of the car and the engine side of the firewall, using tie-wraps every foot or so to keep things neat and out of sight. We routed the fog light wires in a similar fashion, around the radiator and through the engine bay, again, along side an existing wire loom. All four wires were then routed through the firewall adjacent to the steering column, then up through the dash to the turn signal unit. The flasher, all wires and connections were then neatly tied up under the dash.

All parts and pieces to attach the fog lights to the front bumper brackets, along with an ample supply of wire, were supplied with those lights. We did find the NOS fabric wire cover was a bit on the brittle side. With some TLC we were able to properly route the wires without damaging the cover. However we needed brackets to attach the rear lights. We made these to fit this particular application using 1/16-inch aluminum stock. The '34 cowl lights attach to the bumper bracket bolt and make an attractive installation on the '40. We made a template from cardboard and traced it onto the aluminum. Each bracket is "L" shaped, approximately 1-3/4 inches on each leg: unobtrusive and effective. We then cut out the two aluminum brackets, rounded all corners, drilled them out for the attachment bolts, and bent them at a right angle to fit. Finally, we de-burred the metal, sanded the brackets smooth, cleaned the metal, applied aluminum primer, then a couple finish coats of paint.

After all the wiring was complete and the lights installed we crossed our fingers and switched on the power: everything worked fine! Imagine that!! Now my brother drives his '40 coupe with a lot more confidence knowing other drivers will be able to see his turn signals.

## FORD TRIVIA



An amphibian tractor, or Alligator as it is called, is an ASME Historic Mechanical Engineering Land-

mark. According to ASME's citation, Donald Roebling, a grandson of the Brooklyn Bridge's designer, Washington Roebling, devised it to rescue victims of Florida hurricanes.

The aluminum vehicle was being marketed for use in oil exploration when the Marine Corps saw it as a means to carry men and supplies to the coral reefs of the Pacific. It used a paddle-tread propulsion system, patented in 1939, and its wartime power plant was a 95-hp Mercury engine. A prototype is on exhibit at the Marine Corps Air-Ground Museum in Quantico, Virginia.

Source: Excerpted from "Plowshares to Swords and Back", Harry Hutchinson, July 2005 Mechanical Engineering.

## FOR THE LADIES

*With these Tires I NEVER HAVE THAT HELPLESS, HOPELESS FEELING*

*New flexible tread tire stops STRAIGHT IN ITS TRACKS - completely eliminates the dangerous skid swerve*

Every motorist has experienced a few of those moments of utter helplessness that go with skidding. Now you can drive with the definite assurance of steady safety. The new General Dual 10 eliminates the dangerous skid swerve and tell spin. You can stop your car quicker and always straight in its tracks on any road, wet or dry. Let the General Tire dealer demonstrate the Dual 10. After you have seen what this car will do we believe you won't want to drive any car without them. If you are buying a new car your car dealer or General Tire dealer can equip it with Dual 10s at slight additional cost.

THE GENERAL TIRE & RUBBER CO. - Akron, Ohio  
In Canada - The General Tire and Rubber Company of Canada, Ltd., Toronto, Ontario

WHEN YOU SPAY THE BASKET, remember to get rubber floor mats, engine oil, spark plug, engine coolant, and a new battery.

THE NEW  
**GENERAL**  
*Dual 10*

Thanks to Patty Girman

These sharp ladies are styled with 1936 fashions – except for the hats they would be “in” today, eh? Notice no white walls – just like it is the fashion now!

**“There is no reason to guess about what’s wrong when it is so easy to know”**  
**Henry Ford**

## FARM SECURITY ADMINISTRATION

Von Hardesty

I pulled some images from the Farm Security Administration photos (1937-1941), housed at the Library of Congress, dealing with Ford vehicles. These are random and informal images of everyday life that, accidentally, included Ford cars and trucks. The one image of the Amoco



gas station at night is a classic, a photo that has appeared in anthologies of the FSA collections. You might consider doing a short series on the FSA in the VC, that is a photo displayed each issue with some commentary in the caption (I would volunteer to write some or all of them). This feature would give the VC a creative and unique character. Sometimes the photos suggest all sorts of historical details about the scene, the vehicle, the geographical locale. The great thing about the images is their “real life” dimension; the FSA photographers deliberately sought out rural and small town life, places of work in factories and farms, just people pursuing their lives in pre-WW II America.



Here is one more from the FSA collections, a photo taken by famed photographer Jack Delano of “Municipal Airport” at Washington, D. C. (the old name for National Airport in 1940). Delano took a series of photos of operations at the airport, a time when the DC-3 was the standard airliner in

service. The 1941 Ford taxi is a great image, for certain. If you do plan a series of photos from the FSA, it will be important to alert everyone about the FSA collections, which are quite remarkable, a sort of general statement to inaugurate the series. Each photo may include some data from LC sources, telling us when the photo was taken, by whom, and where. We could expand on this data and talk about the car or trucks in the photo—e.g. the year and model of the Ford, how many of these vehicles were manufactured, etc. These images are a way to revisit the past in an interesting way. For example, the 1941 Ford in the photo at National Airport looks like a low cost version, no chrome strips or accessories, the sort of vehicle you might purchase in large numbers for use as taxis.

*These photos will be a continuing series in the VC thanks to Von and his research. Editor*

## TECH TIP -HELP ON THE ROAD

Editor

On the trip to the GA meet, I appreciated having a hand held GPS. The only interstate that Bill Selley and I used traveling in the woodie, was a section of I40 to by pass Greensboro and Winston-Salem. Otherwise, we traveled the secondary and sometimes farm roads. The map we had of North Carolina was 14 years old, and the scale did not allow all the roads to be shown. With the GPS, we were always certain of our position and could look ahead and make choices. In case of a wrong turn we could navigate back along roads that were not on the map. The GPS has the capability of moving a cursor to a spot on the map as far away as needed, and it will show the distance and direction, as the crow flies. Waypoints can be loaded to plot your trip.



The GPS keeps a running total of the mileage traveled. It also shows the actual speed – my speedometer was reading 7 mph fast at 60 mph and less at slower speeds. Also, it gives your height above sea level. I uploaded from a CD the parts of NC, SC and GA that we would be traveling to provide details down to 100 yards. I could have loaded gas stations, hospitals, airports, restaurants, but it would have used too much memory which I needed for the map itself.

Plus, the GPS was fun for the passenger (navigator) to play with. His other job was tuning the boom box on the middle seat, as the old '40 AM did not have much range.

The beauty of traveling the back roads is known to all old car guys – **no trucks**, the pace is slower to enjoy all the scenery, and you feel like the car is happy, as it was built for this kind of travel. Just like on the Lebkicker Tours. For the most part, we were cruising at 55 mph and never had any traffic – not a back up or a detour! Each of the little towns and villages had their own character.

The price of a black and white GPS has come way down – mine came from Costco. Try Ebay for a possible bargain.

## BACK PAGE PICTURE

Cliff Green, Ken Burns, Bill Simons and Dave Westrate raise the roof. See page 3 for part II of story.

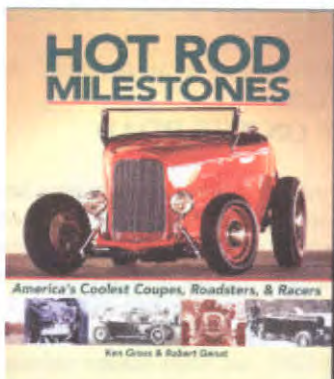


### Norman Hess

10108 Sanders Court  
Great Falls, VA 22066  
E-mail: [nhess@osmre.gov](mailto:nhess@osmre.gov)

Membership man Jim McDaniel reports **114 members** and counting.

## KEN GROSS HAS A NEW BOOK



Look for a book report in a future issue of the VC.

## FAIRFAX CITY 4<sup>TH</sup> JULY PARADE



Mildred, the O'Neills 1937 Ford 1/2 ton pickup, along with Bill Paris' 1956 Mercury were part of the Historic Fairfax City, Inc. float in the Fairfax City 4th of July Parade and the group won 1st prize for the mayor and Council Award!!! Patrick, Diane and Bridget dressed in rural clothes and used Mildred for the farming community of the area, using an old water can, a rooster wind vane, milk crates, a Fisher-Price farmset on the hood, and a horse stick on the grill as decorations while one of the young men gave candy to the crowd! Paris had a bevy of bobby-soxers with him who stopped at the judges stand and dance the while away! It was great fun!

## FOR SALE/WANT

FOR SALE--1980 olds cutless-2 door ht-v6-low mileage-ac-at-fm---asking \$1750.00 -1951 ford 8n tractor-new rubber-runs great-\$2300.00- -Sears garden tractor-12hp-with snow plow-rear wheel weights-\$650.00

Call 540-869-7475-welco@visualink.com

FOR SALE. 1942 Ford coupe sedan. Needs complete restoration. Includes correct radio for '42 and NOS front fender. Good title. Is on '46-'48 Mercury 15" wheels. \$2900 Bob Wild (540)347-0725

## JOHN SWEET'S NEW TOY

I've taken possession of my '48 Lincoln Convertible. It fills the garage rather nicely. My car is pace car yellow, with red accents and red leather interior. It was in the last group of Lincoln Convertible Coupes produced, having been built on



January 16, 1948. It was reputedly owned by labor leader Jimmy Hoffa, but more research will need to be done on that. Anyway, its a very bright and eye-catching

color and I'm looking forward to bringing it to a future NVRG event -- hopefully with the top down!

## NVRG Club Calendar

The NRVG is going to create a calendar for sale to club members that features club members' cars. A workgroup is being formed to develop the calendar, which will involve obtaining photos, selecting photos and doing some photo editing. We hope to feature at least 24 photos of early Ford V8's. Obviously we can't get all club members' cars in the calendar in a single year but, if this is a successful project and we continue it in successive years, there will be an opportunity for all to have their car featured. We hope to have a broad range of cars featured, representing all the decades and body styles of our flathead Fords. (Who knows, we might have a picture of a woodie in the calendar. Stranger things have happened.) Depending upon the photos submitted and the intent of the workgroup, there may also be pictures of club activities. Ken Burns has agreed to head up this project, has already contacted a potential publisher and has examined a couple of computer programs for possible use in creating the calendar. Several club members have volunteered to serve on the workgroup and there is room for a few more. We would like a broad representation on the workgroup (both board members and non-board members, men and women, etc.) since selecting the photos is a sensitive task. Give Ken a call if you are interested in working on this. And, everyone, go through your photos from the last several years and pull out your good, high quality photos of your flathead Ford!





# V8 CALENDAR NVRG



## AUGUST

- 5-7 42<sup>nd</sup> Annual Das Aswcht Fescht, Macungie, PA
- 9 **Membership Meeting** – Review of Eastern National Meet. Refreshments: **Dave Gunnarson**
- 13 Fredericksburg AACA – Contact **Jason Javaras** 540-786-5819 for information
- 13 **Drive-In movie night – NVRG TOUR** Depart Fair Oaks, 2:30 John Girman for details
- 25 **Jim Crawford** Tour of Southern Maryland – Contact Jim for details 301-870-2036

## SEPTEMBER

- 3 Mason-Dixon Region, AACA at Vintage Motorcar Co., Rt 340 – 2 miles W. Harpers Ferry
- 4 Sterling Classic Car Event, N. VA Comm College, Loudoun campus, Rt. 7, Sterling  
[www.sterlingclassiccarshow.org](http://www.sterlingclassiccarshow.org)
- 4 “Out of the Past Review” , Vern Parker Washington Times, Spring Hill Park, Reston
- 5 Town of Clifton Labor Day Car Show, “Crusin’ Clifton” 9-3 Park on the streets
- 11 Sugarloaf Mt AACA meet, Mt Airy, MD
- 11 Herndon Police Dept 5<sup>th</sup> Annual Car Show – Municipal Center, Herndon 10 -3
- 13 **Membership Meeting** -Program TBA Refreshments: **Butch Myrick**
- 17 Bull Run Region AACA, Prince William County Fairgrounds, Manassas. [www.aaca.org/bullrun.com](http://www.aaca.org/bullrun.com)
- 18 Piedmont Region AACA, Charlottesville – Contact **Dick McIninch** OLCRFN@aol.com
- 25 Lucketts Antique Auto Show, Lucketts Community Center , Rt 15
- 28- 30 Fall Carlisle

## OCTOBER

- 2 48<sup>th</sup> Annual Antique Auto Assembly, Armed Forces Retirement Home. No Entry fee Free breakfast
- 5-8 HERSHEY
- 11 **Membership Meeting** – Program: Hershey review. Refreshments: Cliff Green
- 15 Rockville Antique & Classic Car Show, Rockville Civic Center
- TBA **Annual Lebkicker Tour**



**See the digital  
images of  
Eric Sumner  
Bill Selley  
Cliff Green**

**Refreshments:  
Dave Gunnarson**



**BOARD OF DIRECTORS  
NORTHERN VIRGINIA REGIONAL GROUP**



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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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