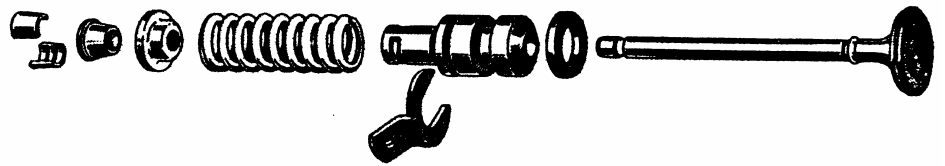




Valve Clatter



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

NEW WEB ADDRESS: www.nvrg.org

Volume XXIV, No. 11

November 2006

Cliff Green Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004, THIRD PLACE 2005

GOLDEN QUILL AWARD, "OLD CARS WEEKLY" 2003, 2005



HERSHEY



LEBKICKER FALL TOUR





UP FRONT WITH THE PRESIDENT



November 2000

I can't remember a fall that's gone by so fast. Hershey seems so long ago. It took a little while to orient myself to the new fields there and their locations but armed with my list I trekked the "fields of dreams." Of course, I didn't find everything on my list but I did find (and buy) things I didn't even know I needed. I especially enjoyed the camaraderie of camping, happy hour, Penn Hotel and the auction with all the club members. Those are things you can't find anywhere else. This is a special club.

Last weekend was the Lebkicker Tour. What a great tour! Not only did we hit peak foliage but we were on roads built for our cars when they were young, much of the time on the old National Highway. This was truly a driver's tour. We also had great attendance. I'm not sure of the count for people but we generally had close to 30 at any given time and we had nine old cars, an especially good turnout considering the rain forecast for the first two days. At one time, we were traveling down the road with the Foor's '47 Ford ambulance and the McDaniel's '51 sheriff's car. That must have been a sight for the local populace! It goes without saying that our early Ford V8's performed just as you would expect, without a single mechanical problem. I can't even remember any of them cranking hard at start up after the overnight rain. Kudos to Ken Burns and Don Lombard for organizing a terrific tour. It couldn't have been easy to keep a group of 12 to 15 cars together for three days but they did it.

Congrats to Eric Sumner on winning the Lebkicker Award this year! This is certainly well deserved. In addition to doing an outstanding job of organizing programs for our monthly meetings, Eric has always been willing to share his wealth of knowledge on cars with other club members and provide "hands-on" help.

What's coming up? Well, we had elections at the last meeting for our new Board. Dave Gunnarson, Jim McDaniel, Frank Martin and Greg Mensinger were all re-elected and will be joined by new Board member, John Sweet. Welcome aboard, John (we're already thinking up new tasks for you to take on).

Also, don't forget to sign up for the annual Holiday Gala at the Country Club of Fairfax. For Patty and me, this event really marks the beginning of the holiday season and it's always nice to see the V8'ers in holiday apparel. Space is limited so sign up now.

Finally, while on the Lebkicker Tour, Frank Martin said something that really resonates with me. I can't remember exactly what he said but we were talking about the rain forecast and our decisions about whether to drive the old cars or not. He said something like "We've only got so many tours left. We might as well drive them and enjoy them." Good words to live (and drive) by. I'm going to try to do that. Hope you do, too.

John

WAS I READY FOR HERSHEY?

Ed Mascali

My summer was long and hard and I had done well with my other hobby showing dahlias, but my mind still wondered back to my old Hot Rod and how I had not made much progress this year.

It had been many years since I dragged my wife kicking and screaming to Hershey. Unless we were lucky it could be a very miserable day with heavy rain and mud, but by chance I could possibly find just the right piece of junk in the field of dreams. Hey, maybe a new project old all rusty and complete with dents. Yes, I had to go this year.

I had sat through many of slide show and listen to what seem to be real bargains. I was dazzled by seeing many treasures and rare finds. It was time to join the gang so I could be part of the fun, but could I survive camping in the unkind mud fields of Hershey. It all went so much better than I thought. Although, I came prepared with buckets of chicken, 5 gallons of drinking water, heater and a ton of warm and dry clothes, it was a breeze. It was not like camping on the dark side of the moon. I didn't need much of what I brought. It was accommodations with a lakeside view, friends for dinner and one hell of a good time. A real

bargain at 10 bucks a night!



The Penn hotel was a great nightspot to pass the hours away and rest my sore feet. This beats hanging out in the tent listening to the rain. The food was very great and I was hard

pressed to finish any of the meals dished up. I enjoyed spending hours talking with my V8 club friends that I rarely get a chance to say hello to each month. I sat by Hank and we shared a few laughs together.



In the morning I slept in and must apologize to Chef Wendy for missing a fantastic breakfast.

Sorry, I am a late sleeper. I understand you cooked for the gang in the pouring rain again this year. You're a real trooper.

God bless the Grant Center, the auctioneer was very annoying, but the hot water and the flush toilets were my only saving grace for a clean face and a long sit to ponder the day's activities.

Oh, looking at all the junk parts was humbling. I will never have that much stuff! Still, I was excited by all that I did see and dream of owning. I was a little discouraged about not finding the exact part to fit my Hot Rod with an unbelievable once in a lifetime price. Hey, that's just Hershey! You got to love it, right. I enjoyed every minute. So, I didn't get that one item I was looking for. I will just have to go back next year. Well, to tell the truth, I didn't have much of a list. My trip was still fruitful, I stocked up on all my garage supplies and handy items that will get me through the long cold winter and hopefully my Hot Rod peeling wheels next summer.

Hershey has changed; I will let the old timers tell you how. I think for the better. My impression is that they took the cars off the pavement and stuck them in the mud where the junk parts use to be. Good, my feet were dry the whole time you see I didn't come with lots of cash to buy a car. Being a resent returnee, I was directing people to the car coral by the second day. I think the changes have confused a lot of people. I will have to study next year's map more closely.

The big surprise was the AACA Fall car show. It was my first event. Where could you go and see almost any year, make and model all restored to the finest details. The trucks were an education in history. For me it was a chance to see many of the cars I have only seen in magazines. Everyone of the owners took pride by standing by their polished and shining treasures. None were shy about answering questions about outstanding cars. What a source of information. It's good to reflect on where our hobby is headed and the millions of dollars it generates. Hope I can remain a part of it and one day when I grow up. I too will own a fitting example of a fully restored car as nice as the ones at Hershey.

So, thanks to the gang for including me in all the fun, hope you will save a spot for me next year. Wendy, I promise to wake up early next year and by the way I like my eggs SUNNY side up. If it rains, I will still be there.



Chief Wendy Pieper & Chief Dave Gunnarson



Steve & Wendy



HERSHEY OBSERVATIONS

John Sweet

With thoughts of last years torrential down pours once again flooding out Hershey, I decided that heading up as early as possible on Wednesday. The day was beautiful and the ride quick until I got to exit for Rt. 322. Seems a tractor-trailer lost the rear wheels of the trailer and the resulting mess had traffic really tied up. Despite an added hour I hadn't anticipated, I made it to the Chocolate field by 10:30 am. The weather was perfect and I decided to amble my way across to the green field. Because I really wasn't looking for anything in particular, I just enjoyed the day. Interestingly enough, I saw our English friends, Colin Spong and John Milburn almost immediately, but didn't see anyone from the V-8 crowd until I ran into Frankie Martin at breakfast and Greg Mensinger on Friday. Oh well.

I spent a lot of time at the car corral looking at HV-12 Lincoln's, Ford's and lots of Merc's. Despite falling for a pretty '37 Ford Phaeton (45K) and a solid '40 Merc (26.5K), the prices managed to keep my emotions in check and my check book in my pocket. I did manage to spend some time at the V-8 '60 display and while I didn't do much except for freezing, it was very enjoyable talking with everyone, and especially listening to our pitchman, Dr. Green explain the innermost secrets of the little '60 HP V-8. It was really neat especially when Cliff would start the engine and then see the crowd gather.



Club display by Dennis Carpenter's

On Saturday, I managed to get a good look at the GM Future Liner and was bowled over by the restoration effort that went into it. It was really a neat vehicle to see. I spent most of my time watching the show cars and was very impressed with the convoy of Divco Milk Trucks making their way on to the show field. I was watching from the edge of the Chocolate Field and I thought I could get a better picture if I ran over to the lane between the Orange Field and the show field. Alas, it didn't work out. The trucks got separated somehow as they picked up their registration packs. I thought that this year's show field setting was really neat, but couldn't help think about Hershey mud if it had started raining. In retrospect, I probably should have spent more time on the Orange field for that very reason. Call me perverse, but I grew up with Hershey mud, and a part (a very small part) will miss it once everything is paved over. As Hershey's go, this was one of the best and great fun despite the rain and cooler

temperatures on Friday and Saturday. Can't wait till next year (despite those ridicules Hershey prices!)

CLUB DISPLAY AT HERSHEY

Dennis Carpenter, at the last minute, allowed us to park the display trailer next to his tent. This is a VERY prime spot right next to the EFV8 foundation and the EFV8CA booth. Alan Whelihan gave us a Chocolate Field Sticker to get onto the field on Tuesday (that is another story). Amster, Green, Gall and Selley gave Dennis two hours help in unloading and setting up. The display was manned by a changing crew of members every two hours who sold raffle tickets, T-Shirts and early registrations.

HERSHEY FIND

Jason Javaras

Sometimes you find a real pearl at Hershey. I am always looking for original Ford literature as most of us are. This year I came upon an original Ford Motor Company publication entitled "Ford Industrial Engines". The seller dealt in mostly sales literature and service manuals and this booklet looked like it was probably bought at a yard sale and brought to Hershey as an afterthought.

Anyway, because of the title I wasn't interested at first but fortunately I flipped through it and found gold. This book was published in 1949 and is one of the best condensed service manuals I have ever seen for Ford motors. It was published by the Industrial and Marine Engine Sales Department in Dearborn, thus the title. It covers the entire line of flatheads from the 4 cylinder "120" to the big "337" V-8. Subjects covered are Construction/General Data, specific Repairs for each engine, Tune-ups, Maintenance, Specifications, Tolerances and Limits and finally Troubleshooting. All sections are well illustrated.

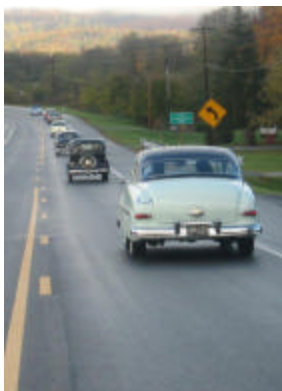
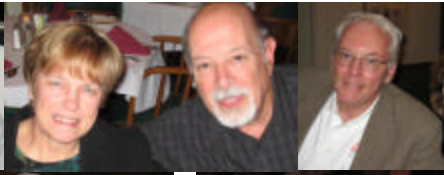
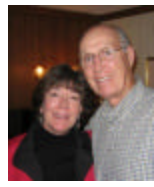
The book measures 7" x 10", contains 88 pages, and is softbound in a light blue embossed cover. The form number is 3658. The price was \$10 no doubt because the seller only glanced at the title and thought it would have a limited range of buyers. You can't have too many Ford books.

DISPLAY ENGINE BUILDER



Ray had not heard the engine run and was very impressed with how easily it started. It was producing white smoke and there was much discussion. One fellow came by and seemed like an authority – It was the rebuilder "Putt Smith" who recognized that the rings were not seated.

12TH ANNUAL FALL LEBKICKER TOUR



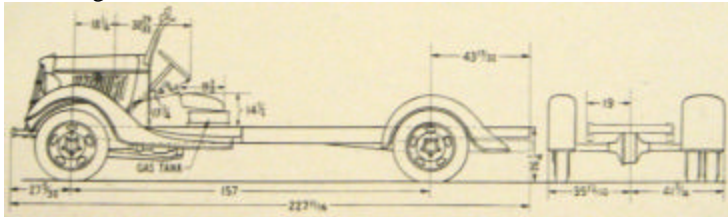
We visited the Tri-State area of VA, WVA, and MD arranged and lead by Ken Burns & Don Lombard. Country roads, covered bridges, hills, C & O Canal Museum, Sidling Hill Museum, a potato chip factory, and the Federal Fire Fighters Training Center and Memorial Park, all wrapped in fall foliage. We had good food, mostly good weather and wonderful friendship. It was a wonderful tour and the old cars loved it.

Pictures by Jim McDaniel

1935 BETHEL COLLEGE FORD SCHOOL BUS

Dave Gunnarson

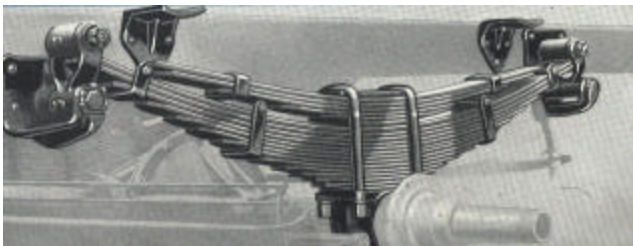
Von Hardesty recently wrote an excellent article in the Valve Clatter detailing the exploits of the Bethel College Choir tour from Kansas to the West Coast and back during the summer of 1935. One of the stars of the trip was the 1935 Ford bus which carried the choir and a big load of equipment and supplies without significant incident. While Von was writing the article, he asked me for opinions and information about the bus based on the photos he acquired from the Mennonite Library and Archive. I thought it might be interesting to Valve Clatter readers to provide some additional information about the bus and my speculation as to its origin.



Included in the Dealer Showroom Album are detailed drawings showing dimensions to be used for custom body manufacturers. This illustration includes the optional factory windshield. Dimensional drawings for both kinds of optional rear wheel fenders are shown, but this option was not included on the Bethel College bus body.

Ford, like most other light truck manufacturers, produced a broad range of trucks to appeal to buyers who used them in a variety of applications. Body styles included stake and platform bodies, dump bodies, fire trucks, panel vans, open frame and drive-away chassis. These later types allowed the owner or aftermarket companies to install custom bodies to meet certain customer needs. The number of choices of frame length, cab style and body style led to at least twenty choices for the truck buyer in 1935. There were three frame choices (short wheel base (131" chassis), long wheel base (157" chassis), dump truck chassis), three cab choices (open cab chassis with or without a windshield and an enclosed cab) and five factory installed rear body choices (platform, stake bed, two dump bodies and open frame rails).

In order to accommodate various load requirements, optional dual rear wheels, helper springs and larger tires could be added to increase the rated capacity of the truck.



Standard 14 leaf spring and optional 5 leaf helper spring set. This was a fairly commonly selected option as it provided an inexpensive and easy way to handle very heavy loads.

For example, the smallest tires and lightest load configuration is 6.00 x 20 front tires and 6.50 x 20 single rear tires resulting in a payload capacity for a 157" wheelbase stake truck of 3783 pounds which is just over 1 1/2 tons. This is the reason these vehicles are called 1 1/2 ton trucks. The same truck with the optional helper springs, dual rear 36x6 heavy duty tires and 7.00 x 20 tires on the front axle boosts the load capacity to 5,960 pounds or almost 3 tons. The drawbacks to these heavy duty options are the initial expense, heavier empty weight and higher fuel consumption. The truck buyer needed to know what they intended to haul and the operational characteristics of their route to optimize their operating costs.

To help the truck buyer figure out the optimum vehicle configuration, Ford produced a Truck Dealer Showroom Album that devoted many pages to the truck features, color renditions of the various body styles and lists of the optional equipment in much the same manner as the Car Showroom Album. The truck album also included twelve pages of performance characteristics, load tables, weights and measures of farm and commercial products and a variety of information that could be used to determine the best configuration to meet their needs and to predict the operating costs, vehicle speeds and performance under a variety of conditions.

Since Ford did not make a bus body, Bethel College must have purchased a bus from an aftermarket supplier. There were several options for manufacturers of custom body trucks. There were three frame rail lengths; 131 1/2", 157" and a special 191" school bus version. Each frame could include a full cab or just a cowl. The showroom album provided the dimensions of the cowl for fabrication of the body. The chassis-cowl model could also be fitted with a factory installed windshield and frame. From these frame options were built coal trucks, tankers, tractors, busses and a long list of specialty bodies. The Bethel College Choir bus most likely started as a new 157" chassis and cowl model with an optional factory installed windshield since the photos in Von's articles clearly show the factory windshield.



The 18 gallon gas tank for the 1935 truck is located inside the cab under the drivers seat and acts as the seat riser. One option available in 1935 was a 10 gallon gas tank and single drivers seat. This was normally used for the 131 1/2" panel truck to allow the driver to move to the rear of the truck without having to exit the vehicle through the driver or passenger door, but it meant that there was no seat for a passenger. While Ford supplied a gas tank on all truck models, they did not provide a factory seat for the cowl and chassis version. I would assume that since this bus was traveling long distances, it would come

equipped with the standard 18 gallon full-sized tank. Since there are no cab doors on the bus, the driver would have to swing his legs over the gas tank to exit the vehicle through the passenger side door. The seat provided by the bus body manufacturer would probably be half of the normal bench seat width; only enough for the driver. Another interesting consideration is the gas tank fill location. For 1935, the fill neck and gas cap are located inside the cab, so opening the door on a standard Ford truck cab allowed access to the gas cap and provided security from tampering as long as the door was closed and locked. Since there was no front passenger door, some accommodation must have been made to fill the tank, maybe by dragging the gas pump hose through the exit door. Can you see this passing our modern safety reviews today?



The 135 1/2" panel truck single drivers seat. The cab seat and gas tank configuration was probably the same used in the Bethel College bus.

The total truck load must be calculated in order for the bus body manufacturer to purchase the optimum chassis configuration. Von states that there were five rows of seats. Assuming 4 people per row and a driver, each weighing 150 pounds, there would be 3,150 pounds of people. Adding an allowance of 750 pounds for the bus body, 500 pounds for baggage, and 1,000 pounds for overloading conditions, the total load is 5,400 pounds. Based on the Showroom Album, the dual rear wheel and helper spring option would be needed and the optimum tire sizes would be 6.00 x 20 front tires and dual 7.00 x 20 rear tires. The gross vehicle weight would be about 10,000 pounds. It would be possible to carry a much greater load since the standard truck frame was rated at 15 tons, however the drawbacks would be poor performance up hills and greater tire wear.



Another interesting thing about the bus that was pointed out by Von is the camping box extension on the rear end of the bus. One dealer option was

frame extensions. These were bolted onto the existing frame and provided more support for such applications. It's not possible to tell whether this Ford optional part was included.

SAFETY FEATURES

THAT MAKE THE FORD V-8 AN IDEAL SCHOOL BUS CHASSIS

- Safe, Sure Brakes**: Ford's new V-8 has a new type of brake system... (text partially obscured)
- Safe, Easy Steering**: Outstanding steering... (text partially obscured)
- Safety of 80 Horsepower**: Sufficient strength to... (text partially obscured)
- Safe, Steel Disc Wheels**: The improved steel disc wheels... (text partially obscured)
- Safe, Free-Shock Springs**: Spring are made of high-grade... (text partially obscured)
- Safe, Rugged Front Axle**: The front axle is... (text partially obscured)
- Safe, Deep Frame**: The frame is... (text partially obscured)
- Safe, True of Drive**: The drive shafts... (text partially obscured)
- Safe, Rear Axle**: The rear axle is... (text partially obscured)



Included in the Dealer Showroom Album are weights and measures for certain fruits in order to calculate shipping loads.

FRUITS AND VEGETABLES (Canned)		
	Wood	Fibre
No. 1 C. Goods—4 doz. . . .	49 lbs.	43 lbs.
No. 2—18-oz.—2 doz. . . .	36 lbs.	34 lbs.
No. 2 C. Goods—2 doz. . . .	43 lbs.	39 lbs.
No. 2 Corn—2 doz. . . .	42 lbs.	38 lbs.
No. 2 Peas—2 doz. . . .	42 lbs.	38 lbs.
No. 2 1/2 B. Beans—2 doz. . . .	62 lbs.	63 1/2 lbs.
No. 2 1/2 S. Kraut—2 doz. . . .	59 lbs.	50 1/2 lbs.
No. 2 1/2 Hominy—2 doz. . . .	62 lbs.	52 1/2 lbs.
No. 3 B. Beans—2 doz. . . .	69 lbs.	63 lbs.
No. 3 Kraut—2 doz. . . .	67 lbs.	59 1/2 lbs.
No. 3 Rhubarb—2 doz. . . .	66 lbs.	59 lbs.
No. 3 Hominy—2 doz. . . .	67 lbs.	61 lbs.
No. 3 Pumpkin—2 doz. . . .	66 lbs.	63 lbs.
No. 10 Pumpkin—1/2 doz. . . .	52 lbs.	46 1/2 lbs.
No. 10 Kraut—1/2 doz. . . .	51 lbs.	45 lbs.
No. 10 Rhubarb—1/2 doz. . . .	49 lbs.	45 lbs.

A case of 12 one-gallon cans measures 14 x 15 x 20 inches and weighs 85 lbs., on an average.

A case of 2 1/2 lbs. canned goods (California size) measures 11 x 14 x 19 inches and weighs approximately 65 pounds.

The above dimensions cover containers that have become standardized by practice rather than by law, but nevertheless can be reckoned within the size and style of a truck body or in reckoning the weight of a load when scales are not handy.

LADIES COLUMN



Is this a super model? This was published in *The Way of the Zephyr* Nov-Dec 05. It is of fashion model Dorian Leigh with a 1941 Lincoln Continental in 1941. There is no story with the picture, although one might imagine that it was taken for *Vogue* or *Harper's Bazaar*. Check out the handbag on the ground. I think that her pre-war outfit would look good even today – what do think, ladies?

TECH TIP

The Way of the Zephyr is edited by Dave Cole – yup, the same guy that writes all the great articles for the *V8 TIMES*. I am a member of their club just to receive this great publication. Their tech tips relate to the V8 also. Here is a condensation of one written by Mike Calistrat: “Starter Terminal Repair Stud”

Over time the threads of the brass terminal on the starter motor become worn out.. You put a washer under the cable so that the nut can grip fresh threads, but over time you can no longer tighten down the nut anymore. What to do?



Mike was able to find: “Thexton’s Repair Kit #530, a starter terminal repair stud in the proper 5/16”-24 S.A.E. size, which could be screwed on over the worn original terminal,

recutting the stripped threads and providing a new brass stud for the starter cable connection. Don’t expect to find this kit in stores; you have to persuade the parts store manager to order it – for a mere \$2.50!”

“The terminal is not removable from the starter, as inside the starter housing, it is silver-soldered to the starter wire. On the outside of the starter, the terminal is secured by a nut, under which is a washer. Remove the nut and uncover good threads. Measure the length of the terminal and if it is longer than 5/8”, saw off the excess to accommodate the repair stud. Make sure the washer is in place. Thread the repair stud on. It is brass and is harder than the original copper, and nearly as good a conductor.”

ACCESSORIZED '41

Jerry Lunt

I am the fourth owner of my '41 Ford “Fordor”. It is a late '41 (Manufactured July '41) as evidenced by the exterior bright work around the windows, red trim in the interior and the two piece front fenders. It has 23 of the 24 available options for the year. I can not find the slipcovers. The car is also fitted with a Columbia overdrive. There are eight photos of portions of this car in the EFV8CA 1941-1948 Ford Book.

It was sold new to a lady in Nebraska. She sold it to her son who did a restoration and drove it as a backup every day car until he sold it to a museum in Loveland, CO where it sat for ten years. I bought it out of HMN in October 1998. I did a little cosmetic clean up, some mechanical work and accessorized it somewhat above what it already had.

The car is named “Glen” after Glen Hodges who was a friend and neighbor of the seller in Loveland. Mr. Hodges was a 20 year old mechanic at a Nebraska Ford dealership back in '41.

I hope this car is not “jinxed”. Everyone who helped me with it did it as his last project before he died : Glen Hodges, Bob Thatcher ('41 advisor), Ken Brown ('41-42 advisor)and John Jackson (long time V8'er in WVA). So far Karl Anderson has escaped this fate.



EMAIL BAG

John Sweet

(relative to the raffle necklace)

Since it looks pretty good from the photo, I suspect you're right, and on black velvet, "yowzer!". I think there would definitely be a market for them, probably even a whole dozen.

These should be marketed as one of the best parts that can be bought to help to someone's restoration project move along quickly and easily....After all, what's \$400 when compared to NOS wind wings, Rouge quality chrome, and new upholstery and paint? Anyway, just a thought.



Patrick O'Neill

Chapter members (in particularly truck owners),

I want to know if anyone in the chapter knows someone or some group that would want to buy and renovate a 1935 Chevy Truck. A non-profit group I belong to has just discovered this vehicle in one of the garages on land they were given as a donation. I am supposed to be given a photograph sometime soon, and I have not been able to verify the year, model, condition. But, I think the group is going to sell it and wanted to know if you could help me connect with someone.

Bill Simons

I first saw the 34 Tudor sitting at a Shell station in Cape Elizabeth, Maine in August 1963. I had just turned 19 and it was love at first sight! There was a "For Sale" sign in the window that said "Best offer over \$350." I called the phone number and generously offered \$375. The seller chuckled and said, "Yeh, you and six other guys." I swallowed hard and bumped my offer up to \$400. SOLD!



The car showed 42,000 miles on the odometer, was in excellent condition with no rust anywhere and no mechanical problems that I could detect. It was a clean original car with the exception of the interior. The seller owned a furniture store and had the interior completely redone in nice black leatherette. [Years later when I restored the interior and removed the leatherette I discovered that the back seat was in faded but in perfect condition. It remains that way today.] Parts of the hood and fenders had been repainted but a lot of the paint was original. Even the original Tacoma Cream pinstripes around the beltline and

the hood louvers were visible. An extra added attraction was the working glove box radio along with the map pouch on the right-hand side kick panel.

The car originally came from a summer home in central Maine and was only driven in the summertime. It was taken out Memorial Day and put away Labor Day and thus had never seen snow, ice or more importantly, salt.

I drove the Tudor to college classes and various part time jobs for the next three years until it went into storage in my parents Massachusetts garage. Marriage and two children kept the car in mothballs, [literally, for rodent control] for the next 13 years.

In 1979 I decided it was time to begin driving the car again, but by now it was time to have the engine rebuilt. I got an estimate from a local mechanic for \$1200 but when it was completed, he presented me with a bill for \$6,000!! The re-builder demanded that I pay up or he would slap a mechanic's lien on the car. He had spotted a jewel and tried to steal it. A court bond and several hundred dollars in lawyer's fees later I regained possession of the car and settled with the mechanic.

In 1980 I drove the Tudor from Longmeadow Mass. down to my home in Arlington VA and quickly joined the newly formed Northern Virginia Regional Group of the Early Ford V-8 Club of America. Since then, I have driven the car over 40,000 miles on countless tours, car shows and two trips to Dearborn.

The first summer I owned the car there were numerous occasions when "old guys" would come up to me and say "I used to own a car just like that, but I sold it. It was the biggest mistake I ever made." I pledged to myself back in 1963 not to make that same mistake!

(Expect to see the article and picture in the V8 TIMES)

MEMORBILIA



Do you realize that we have seven 1949 Fords on the club roster? This banner would be appreciated in their garages! Banners are more flexible than metal signs as they can be hung from the rafters – unfortunately they are not as durable, thus harder to find.

BACK PAGE PICTURE

Talk about a grand introduction! Here we have beautiful 1950 Lincoln Cosmopolitan on stage with dancing girls , singers and a full orchestra to celebrate the new bulbous beauty. 1949 was the first year of the completely new Lincoln body. The 1950 is easily discerned by the location of the parking lights and a new grill. The '50 Cosmo Convertible Coupe sold for \$3950 and only 536 were produced.

SELL/WANT

WANTED: Deluxe rear-mounted spare tire cover that fits both a 1936 Ford automobile and a 1937 Ford Woodie Wagon. Please contact me at: 434-361-2568, email-- OLCARFN@aol.com or Dick McIninch, 215 Stoney Creek West, Nellysford, VA, 22958.



Hubert & Judy Eley

12325 Calvert St.
Culpeper, VA 22701
540-825-1018
37 2-door Touring Deluxe

DONATED ITEMS FOR THE NATIONAL MEET

Thanks to the following members that have donated items for the Chinese Auction:

Mike Gall – 1932 Ford Anniversary pedal car (new)

Bill Simons – 1932 Ford belt buckle

Cliff Green – 3x5 Quaker State Antifreeze banner
3x5 1934 Richfield Gasoline banner

Tom Shaw - two Jim Beam car bottles (Full)

The National raffle chairman, Dave Gunnarson , is seeking donations from members, vendors and companies

RAFFLE ITEM FOR THE LADIES

John Esposito of PERSONAL TOUCH JEWELRY has custom designed a gold V8 necklace with a fifth ct. oval diamond to be raffled off. He generously accepted only \$300

for this \$1500 piece of art!



NATIONAL MEET UPDATE

Most of the committee drove out to the Jim Cross Farm for an orientation and meeting. Tom Shaw, who is heading up the BBQ at the farm, could not attend. We will have a large tent with tables and chairs set up near Jim's numerous buildings. There will be a Blue Grass band for entertainment. Jim Cross has ample parking on the 300 acre farm and has experience entertaining large old car groups. We visited his collection of cars and antique functioning saw mill. Using the back roads past Aldie, it is a beautiful 50 minute drive out to the farm. Returning would be via Rt 15 to 50.



IT'S DUES TIME ONCE AGAIN –

PLEASE SUBMIT \$15 MADE OUT TO

Northern Virginia Regional Group and mail to

Jim McDaniel, 7112 Ayers Meadow Lane, Springfield, VA 22150

You must belong to the National to be a member on any RG

NAMES (INCLUDING SPOUSE) _____

Fill in parts that have been changed

ADDRESS: _____

CITY/STATE.ZIP _____

TELEPHONE _____ EMAIL ADDRESS _____

CARS OWNED _____

If you do not want to cut this out. use any note paper with info.



V8 CALENDAR NVRG



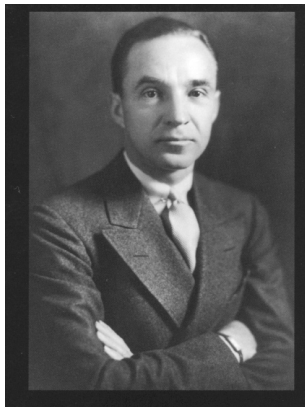
- ◆ November 14th – Membership Meeting Program: Edsel Ford with John Sweet Refreshments: Sweet
- ◆ December 2nd - **Annual Holiday Gala** – Country Club of Fairfax
- ◆ There will be no membership meeting or Board of Directors meeting in December

FLASH Editor’s ’40 woodie hit by deer on way to Cross Farm –
 With Cindy and Hank Dubois in the middle seat, a young deer following a large doe, crossed the medial on Rt. 50 and struck the side of the woodie at 12:45 in the afternoon! Cindy said the nose of the deer was right at her window when she saw it! It bounced off the left rear fender causing several dents, broke the rear sliding window and left a gouge in the wood rail. I will take the fender off and bring it out to Charlie Frantz at “High Expectations” for repair. Fortunately the paint match is not very critical because it will not be near other sheet metal to compare.

NVRG HOLIDAY GALA
December 2nd at The Country Club of Fairfax
Cocktails beginning at 6:00 P.M.
Dress: Coat & Tie
\$35 per person – Attendance limited to 60
*** Menu ***

8 oz Filet Mignon with Brandy Peppercorn Sauce served with Gruyere Scalloped Potatoes
Or
Breast of Chicken topped with Lump Crab Meat served with Rice Pilaf
Asparagus with Julienne Carrots
Salad of the Manor
Desserts: Choice of Crème Brulee or Sherbet

Each person wishing to participate in our traditional NVRG gift exchange is asked to bring a wrapped present, preferably auto related. A **check** and **menu choice** to Patty Girman is necessary to reserve your place. Please submit by November 26th to 10407 Hunt Country Lane, Vienna, VA 22182. Make check out to NVRG.



EDSEL FORD
will be discussed by JOHN SWEET
At the November 14th Meeting
Come and join us for the last meeting of the year!

Refreshments : John Sweet



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: **John Girman** 703-242-1459

Vice President: **Dave Gunnarson** 703-425-7708
Secretary: **Jim La Baugh** 703-573-9285
Treasurer: **Greg Mensinger** 703-893-5644
Membership: **Jim McDaniel** 703-569-6699
Tours: **Leo Cummings, Hank Dubois** 703-476-6919
Past President: **Steve Pieper** 540-465-9512

Programs: **Eric Sumner** 703-709-4164
Property: **Frankie Martin** 703-928-7136
Activities: **Dave Westrate** 703-620-9597
Historian: **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
Web master: **helenandken@earthlink.net**

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA. Check the newsletter for occasional alternate sites.



FIRST CLASS MAIL

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

