



VALVE CLATTER

Northern Virginia Regional Group



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

Volume XXII, No. 11

November 1999

Cliff Green, Editor

BIG CROWD FOR OCTOBER MEETING TO HEAR TED DREWS

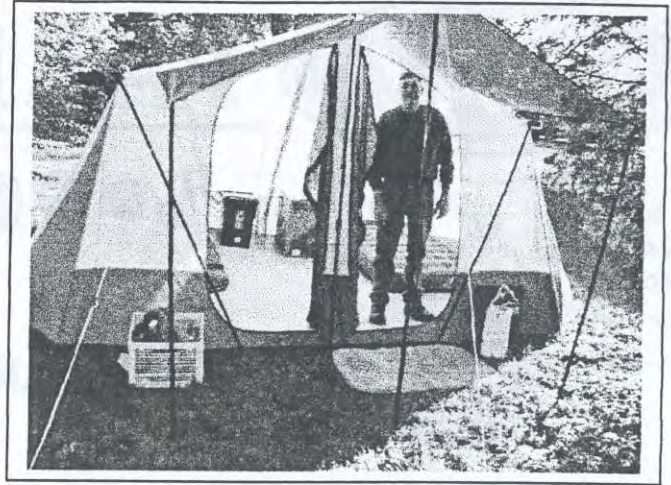


Asked to reflect on her first meeting of the NVRG, My wife Sandra said she enjoyed inspecting the restored house, got to talk to some lady friends, munched on some goodies (provided by **Von and Patricia Hardesty**) and listened to an interesting gentleman describe his early years in Dearborn in the middle of Henry Ford country. There were eight other women that attended last months meeting plus enough men to make this our most attended NVRG Tuesday night gathering! The reason for this was to hear Ted Drews reminisce about his early year's association with Dearborn and Greenfield Village.

Mr. Drews is a retired Attorney who lives in Alexandria. During his youth he went to the Ford Rotunda at the 1934 World Fair in Chicago. He learned manners at Henry Ford's dance classes and got a job working at Greenfield Village museum. He spoke for at least 30 minutes, occasionally referring his to notes. He was familiar with Henry's peculiarities and related many funny stories about our mentor. There was a lively Q & A after the talk. He was warmly received by the NVRG.

Tom Shaw and Dave Blum were recognized for sharing the *Lebicker Award* along with President **Westrate** who was absent.





UP FRONT With the President

NOVEMBER 1999

I thought I would never hear **Buzzy and Virginia Potter** say that they ran out of gas, but they did at Hershey! On the coldest morning there they were shivering with the rest of us and talking about how this had never happened to them before. It seems that their camping trailer has two propane gas tanks which are designed to automatically switch from the empty one to the full one, and it didn't happen! Virginia said that making coffee in the cold was a real jolt to her system. I must faithfully report to you that these two fine people were not phased in the least by their little setback and were hard at work doing what folks do at Hershey. They're the best!

Hershey was great this year, and it seemed to make up for all of last year's disappointments. Eric and I had a new tent this year. It is bigger, can be divided into two rooms, and has a porch. It is a "Lincoln" compared to the "Ford" we were in during the last two years. We found a lot of parts and miscellaneous stuff we need to finish the 39 project. I must admit that we came awfully close to buying a 1935 station wagon that needed "full" restoration. We went back to it several times, and found ourselves underneath it checking out all of the details. After dinner with the gang at the Penn Hotel, we headed over for another look. It was gone. Thankfully so, because if we had come home with that beauty, both of us would still be sleeping in that nice new tent!

Tom Shaw and Don Lomard have had preliminary discussions with our counterparts for next spring's car show in Fairfax. It sounds like we will have a lot of support again to bring this event to the next level. There are some nice events yet this year, including the traditional Holiday gala which is always a highlight of the club activities. We hope to see all of you at as many of these events as possible.

Barbara and I were in Charleston, South Carolina, last week and had to miss the presentation by Theodore Drews. All of the reports I have received indicate that it was very interesting and a number of spouses were in attendance. Thanks to **Bill Simons** for setting this up for us.

Don Lombard is at it again! He has Entertainment Books for sale, which benefit the club. These are worthwhile and great gift ideas. Please give him the business.

Remember, if we each do a little, together we can accomplish a lot!!

DAVE

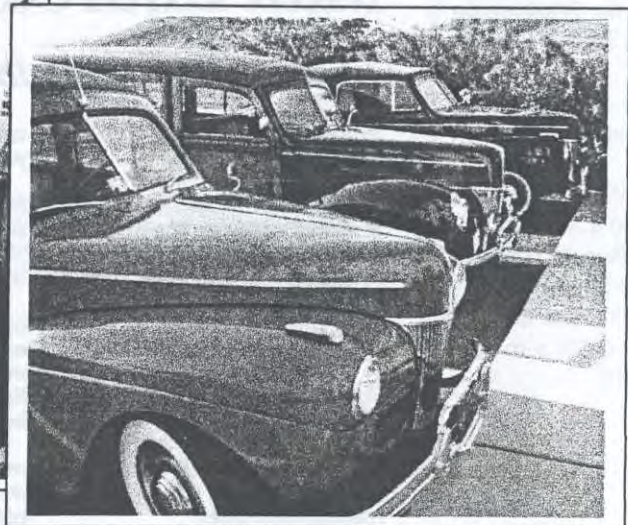
LEBKICKER TOUR

Rt: The Vincents enjoy!

Below: Green's bus

Rt: Ken Burns and Mertie Lebkicker award the Pres.

Bottom: Appetite Repair Shop, Sperryville



REFLECTIONS ON HERSHEY '99

Jason Javaras

Hershey is always a kick, but if the weather is good it's just plain terrific. I always like to jot down some impressions each year after the show of shows so here goes. Every year there is a predominance of some particular cars for sale. This year it was a good year for Early Ford V-8s, especially phaetons and 4dr convertibles. I counted at least six of the 4dr rag tops for sale this year and dozens of nice coupes and sedans. And the amazing thing was that most of them had "SOLD" on their windshields by the end of the week. I suspect a lot of them will end up overseas or in Canada, sadly. There also seemed to be a lot of average cars for sale vs some years past that featured more flashy models. Corvettes for example were few and far between. Anyway, the car corral was sold out as usual, and a lot of cars seemed to be selling this year.

It was a pure pleasure to walk the White field without raingear, and the mood of the vendors was decidedly better as was ours. I saw an awful lot of familiar grinning faces during our treks in search of parts, including a bunch of rowdy NVRG campers who invited me to join them at the *Penn Hotel* for huge portions of pork chops and large quantities of cold beer.

I got to check out the newly completed AACA Museum garage earlier in the week. It's really a nice structure. It has eight big 16 foot doors and will house about fifty of the donated cars to be cycled for display in the museum yet to be built as well as in the AACA Headquarters.

Other neat stuff - I got a new lock cylinder for the trunk latch on our '40 that will allow us to open the trunk without using a key and several pieces of Ford literature to read when the cold wind blows this winter. My son Dan and his

wife joined me mid-week and they too found a boatload of goodies to take home.

The weather even held for the Show on Saturday. Although the turnout was not as heavy as years past, the cars and trucks that did show were super. Not one, but two of Edsel Ford's one-off creations were exhibited. One was the '34 Deutch/Brewster commissioned cabriolet that I first reported seeing at the AACA National in Salisbury, Md. two years ago, and the other was Edsel's private hot rod, a red aluminum bodied pocket rocket that has been widely featured in several car magazines this year. The present owner had copies of letters and memos from Edsel regarding his ideas for the car's design and performance. It had dual exhaust and multiple carbs and a '40 engine that was apparently installed in 1940. Also seen nearby was an absolutely beautiful black '34 Lebaron-bodied limousine that would bring tears to the eye of any EFV8er.

The Show on Saturday, for those who've never been there, is truly a chance to gaze upon some of the nicest restored and original cars and trucks in the world. The brass era cars are an education in themselves, as are the impressive Deusenbergs and even the huge, chain driven trucks that talented men have slaved over to restore. There were several original EFV8s in the HPOF (Historic Preservation of Original Features) class that were in fantastic shape. Original cars have an appeal of their own and provide an invaluable source for preservation standards.

Rumors persisted all week about the future of this great show. I suppose it all comes down to dollars, since the real estate that houses the show grounds is no doubt getting more valuable each year and development is undoubtedly more appealing to the owners over the annual onslaught of car folks. Maybe if we all chant "Hershey Hershey!" at each club meeting it will make a difference. All in all it was a great trip and will provide many memories to sustain us until next year.

From the Washington Post, Sunday Oct 17.

I have not heard if
The man survived.

The "Best of Show" went to a fantastic 1938 Bugatti that was said to be worth \$750,000 and the owner drove it to the show!!!!

Man Injured at Antique Car Show

73-Year-Old Hospitalized After Being Struck in Rockville

By AVRAM GOLDSTEIN
Washington Post Staff Writer

A Silver Spring man was critically injured yesterday at a Rockville antique car show when an 80-year-old man lost control of his vintage Rolls-Royce and backed over the other man, who was sitting near an antique Buick he was exhibiting.

The 1958 Rolls-Royce struck Floyd L. Bubel, 73, in the chest. He was conscious after the accident, police said, and was taken by helicopter to Suburban Hospital in Bethesda, where he was in critical condition last night.

The accident brought to a standstill the 39th annual city-sponsored antique car show, which at-

tracted about 10,000 visitors yesterday.

Police said Joseph W. Gaskill, 80, of Bowie, was trying to back his Rolls-Royce into his assigned display position across from Bubel's late-1950s Buick.

"Mr. Gaskill failed to maintain control of his vehicle, which drifted forward and struck [Bubel, who was] sitting on a lawn chair," said Rockville police Lt. Charles Holzberger.

Gaskill told police that when he realized the car was rolling forward, he pumped his brakes without effect. Police examined the Rolls-Royce's brakes and found them in good working order, Holzberger said. Gaskill has not been

charged with a traffic violation.

"Technically, it's not considered a traffic accident," Holzberger said. "It did not occur on a public roadway. Therefore, there probably will not be any traffic charges."

Burt Hall, Rockville's director of recreation and parks, said this was the first injury in the history of the annual one-day car show, which is held at Glenview Mansion in Rockville Civic Center Park.

"It's an event that all the car owners look forward to every year, and it's unfortunate this show was blemished by this accident," he said.

This year, 470 cars were on exhibit.

WILL HERSHEY BE THE SAME?

Editor

For the first time in ten years or so we were unable to reserve our camp site. It was a premium location across from the White Field, in the front yard of a farm house. We were known as the "Boys under the Tree" by the supervising families of the home for boys who attended the Hershey Corporation (Herco) schools. Young boys from Pa. towns who were "problems" were given a scholarship and lived in boarding houses around Hershey under counseling by families who gave them guidance, love and discipline. I believe this was established by Milton Hershey in the '20's. About 10 boys once lived in the farm house where we camped and the money collected for parking went toward their activities. At one time the supervisors even cooked breakfast which was served by the boys at their dinning room table – later moved to the car port. This operation was shut down by Herco. Then the \$\$ for parking was taken over by Herco. Since we (Amster, Selley, Green, Burns) were friendly with the families running the home, a reservations was made for "The Tree" at Labor Day and we always paid ½ the going rate.

Anxious that we had no reservation this year, we arrived early Tuesday morning at the Farm House. Fortunately we met the exsupervisor (the home is closed) who was managing the parking/camping. Of course he remembered us and directed our group to his wife to find us a place since "The Tree" was now daily parking! She showed us a choice of sites and we were able to camp in the best spot yet –down a hill away from the traffic noise next to a spring and pond, tucked away in our own oasis! We had room for three vehicles and two tents amongst the trees. **Dave Westrate** and **Eric Sumner** joined us on Wednesday. **Mike Gall** and charter member **Arnold Lees** were able to spot their motor home across the gravel road from us.

A side light: Hank Amster had a back up reservation at a motel as he will not tolerate camping in the rain anymore, maybe not the cold either, nor a shower too. Anyhow he called the motel to cancel and they had no record of him! Would we have liked to been there to listen in if he had needed the room!

Now, the future of Hershey – A 30,000 seat arena will be built on the White Field. Survey work was being done on the farm property for drainage sewer while we were there and we also got the word from a Herco employee. That is why the farm house is shut down. Will the AACA have to find another place?

Top: Camping at the Ritz

Middle: Every night at the Penn Hotel – Thursday night we had 19 NVRG members!

Bottom: Selley & Amster inspect car corral

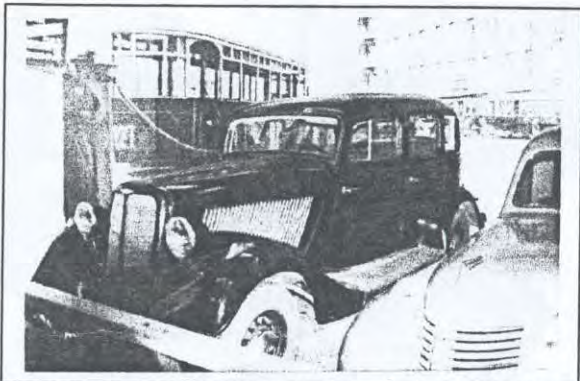


FORDS IN THE SOVIET UNION

Von Hardesty

If you visit the Polytechnic Museum in Moscow (on Lubyanka Square, across from the old KGB headquarters), you will find an interesting gallery devoted to Soviet-built cars and trucks. There are many antique vehicles in the museum, including the "Pobeda" (Victory), a two-door sedan mass produced by Stalin in the late 1940s. This same transportation gallery, to the amazement of visiting Americans, is filled with "Fords."

At first glance, you notice a 1934 Ford sedan; across the way, you see what appears to be a Model A truck. As you approach the exhibit, however, there is something amiss: these vehicles only appear to be from Dearborn! Leaning over the rail, you notice that the distinctive blue "Ford" oval insignia is missing. In fact, there is no reference to Ford anywhere! These copies of Ford designs are displayed as Soviet cars and trucks.



1934 design with Russian Grill (looks like a '35 Buick)

Is this another example of Soviet era treachery? Had the Soviets stole our automobile designs, even as they purloined atomic secrets from Los Alamos? After all, these are the same folk who copied – rivet by rivet – the B-29 Superfortress to become the Tu-4 bomber in the Cold War years. In the worst days of Stalin, there was even the Soviet claim – no kidding – that they had invented baseball!

While the Soviets were never reluctant to copy American technology, the relationship to Ford was legitimate. During the 1930s the Soviet Union built under license a number of Ford cars and trucks. This was a revolutionary era for Russia, a time of rapid industrialization, the building of the great hydroelectric plants, the epic flights by Soviet aviators, the Great Purges, etc. There were urgent goals for modernization and few resources. The Soviets found it economical to import certain technologies such as automobiles. Why lay out an entire new industry when you could co-opt the American automobile industry? Consequently, the Soviets negotiated a special licensing agreement with Ford – the very symbol of Capitalism.

The Soviet interest in Ford had been longstanding, going back to Lenin (he died in 1924). Lenin and other Bolshevik leaders had been enthralled with Henry Ford and his industrial methods. Henry Ford pointed the way to the future. The Ford mass production techniques became a model for the Bolshevik leaders. For the Soviets, there was no equal to Ford Motor Company in efficiency and productivity. Bolshevik observers, in fact, visited Ford plants and studied carefully Ford assembly line methods. When it came time to negotiate licenses to build American cars and trucks, Ford was the first and logical choice for Moscow.

By the middle 1930s, one could see copies of 1934 Ford sedans on the streets of major Soviet cities. When the famed photographer, Margaret Bourke White, visited Russia in 1941, she was driven to the front lines in a (1934) Ford sedan. Ford trucks were valued, becoming the standard until Lend Lease Studebaker trucks captured the affection of Russian troops in World War II. American trucks played a major role in Russian life, in peace and war. In time though Russia would produce its own auto industry.



Von with "Lenin" not, being viewed as a "personal possession." A small number of these Ford designed cars fell into private hands. Even today there is a small community of antique car owners in Russia. They manage to preserve this part of Soviet technology.

So, the next time you watch a documentary on the Stalin era, look carefully at the automobiles and trucks. You will discover a large number of "Fords" on the streets. One of the most dramatic scenes of World War II is the image of Ford trucks crossing frozen ice to relieve trapped Leningrad.

Few realize that Fords found their way to the Soviet Union in Stalin's time.

Editors note: Ford shipped their complete tire producing plant to the USSR as part of the Lend Lease Act in early 1942!

IGNITION TECH TIP *Jason Javaras*

One of the most frequent problems expressed by V8ers is a problem with the early V8 ignition systems. How many stories have been written about coils and condensers failing? Lots of guys have resorted to coil adapters with some success in order to get some degree of reliability out of their old Fords. There is one other option that I have successfully used for several years that works for me - replacing the stock distributor and coil with a modern Mallory replacement unit.

The units are sold by Patrick's of Casa Grande Arizona and are available for just about any year flathead engine. The replacement distributor for my '40 looks like the stock unit that came on the '42-'48 models and utilizes a distributor cap similar to that which came on the '42 models, often referred to as the "crab" cap. A modern 6-volt coil is also offered by Patrick's and can be mounted in a variety of locations using a generic coil bracket available from NAPA. I mounted mine just above the distributor, utilizing one of the bolts on the timing gear cover. A modern condenser comes mounted on the body of the distributor. The vacuum line is no longer needed and all you need to do is find an appropriate size brass plug locally and plug the opening at the source of the old vacuum line on the intake manifold. The old spark wires fit the new cap, but it might be a good opportunity to replace them while you're under the hood. Cosmetically, the body of the distributor is billet aluminum in color and the cap is red. I spray painted the cap semi gloss black, but left the distributor as is since it really isn't that noticeable. Depending on the year of your car.

Patrick sends either a 2 or 3 bolt mounting distributor. Mallory also offers modern style distributors for '49-'53 flatheads. Electronic (Vs dual point) replacements are also available, but it is my understanding that they require 12 volt conversion which most EFV8ers would rather not do.

Prices range from \$225.00 for '32-'48 dual point models to \$175 for '49-'53 models. Coils cost \$24.95, but can still be bought locally from NAPA. Typical tune-up parts are available from Patrick's and range from \$4.00 for a rotor or condenser to \$7.95 for a set of points (2 pr required) and \$24.95 for the crab-type cap. Another good thing about Patrick is he usually answers the phone himself and he stands behind his products.

Installation takes a leisurely afternoon the first time, and replacing the points a couple of hours, but then I'm no whiz bang mechanic. I fought the good fight for years with balky ignitions on our '40 and as I said, this works for me. Now if I could just get a handle on my overheating problem - yes it's doing it again.

Patrick's address is as follows: P. O Box 10648 Casa Grande, AZ. 85230 (520) 836-1117 FAX (520) 836-1104

WHITE WALL CLEANER *from the Auto Restorer, June, 1999, submitted by Don Lombard*

Did you know there is a sure-fire way to restore old whitewalls to their original brilliance? The secret is acetone. It is readily available at hardware stores or can be in the form of nail polish remover. Put it on a coarse washcloth and rub the white wall and it will take the most stubborn marks, dullness, stains and other contaminants out of the white wall. Turn and fold the washcloth frequently, as residue will build up quickly. It is essential that you use nitride, neoprene, or other solvent-resistant gloves during this procedure.

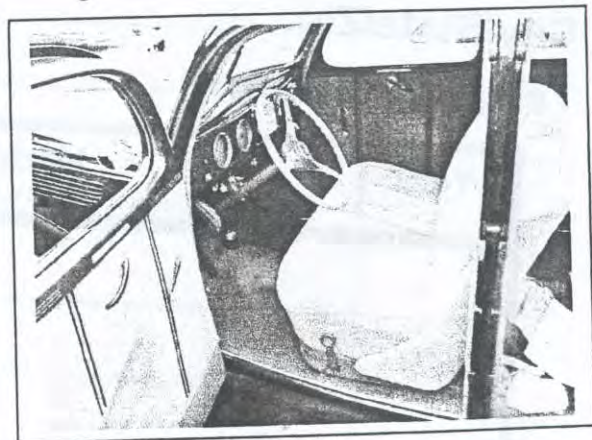
If this fails to restore the white wall, then the white rubber insert itself has aged right through. At that point there is no cure, so clean the white wall with acetone and carefully apply several coat of butyl rubber white wall compound.

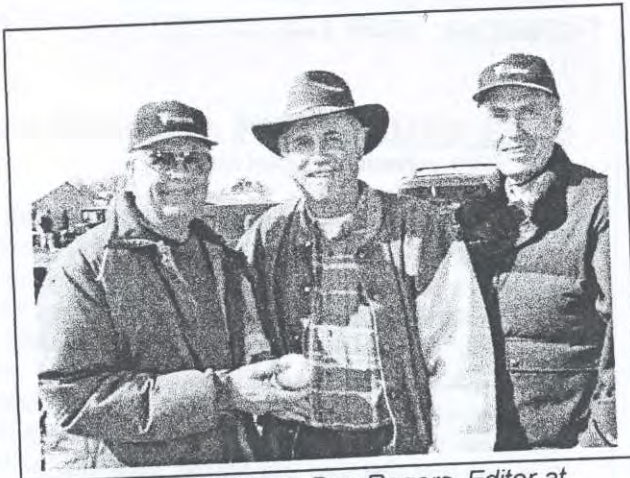
SETTING IDLE MIXTURE *editor*

Connect a vacuum gauge to the windshield wiper fitting on the intake manifold. As you adjust the mixture screw watch the needle and achieve the highest reading, then reduce by ½ inch of vacuum. Reduce the rpm back to what you started with. Now do the other mixture. Real easy, and you don't have to trust you ear.

TOM LUMPKIN GOES 3 FOR 3

Three car shows and three "Most Original" awards for Tommy Lumpkins 1938 Sedan. This car even has the spare tire that was mounted at the factory. Closely examine this fine machine the next time you see it and appreciate an example of how Henry made it. Tom has spent a lot of time cleaning and detailing the car and attending to its mechanics. Hopefully he will drive it to the Eastern Nat'l V8 meet at Charlotte so he can receive the Rouge Award in all three classifications.





Mike Gall, Nat'l V8 Pres Don Rogers, Editor at Hershey



DAVID GUNNARSON
 10707 Ellies Court, Fairfax Station, Va
 22039 425-7708 1935 1 1/2 ton

FOR SALE/WANTED

Testimonial: I bought some parts from Bill Vincent. He saw my ad in the VC. The adds have done real well for me... **Ed Mascali** *These adds do work. I have had many members buy and sell. Call or Email me: dcgreen@erols.com*

*Five '36-39 rims with blackwall tires, plus brake drums and backing plates with shoes, full hub caps with beauty rings - all great condition. Good price to club member **Mike Kearney** 703-821-3423

*1955 Dodge Custom Royal four door, 270 V8 hemi. Most mechanical parts rebuilt (engine, trans, brakes, suspension, exhaust, carb., etc) New interior. \$6,000 OBO **Chuck** 703-455-5369

*Still looking for a '41 engine with "A" heads. **Cliff Harden** 540-775-9524

*Restored '36 distributor with new points, rotor and good dome coil. Timed on KRW fixture. \$80
Cliff Green 426-2662



November meeting - featuring 72 slides capturing the great Hershey event '99, seen through the camera's of Selley and Green
Refreshments: Cliff Green

IT'S DUES TIME ONCE AGAIN - PLEASE SUBMIT \$15 TO HANK AMSTER, 8543 FOAL CT., GAINESVILLE, VA. 20155
You must belong to the National to be a member of any RG

Names (include spouse): _____

FILL IN ONLY PARTS THAT HAVE CHANGED: **NO CHANGE, CHECK HERE**

Address: _____

City/State/Zip: _____

Telephone (Home): _____ (Work): _____

Year	Model (Standard, Deluxe, Super Deluxe, Custom, etc.)	Engine	Body Style

NVRG GALA HOLIDAY CHRISTMAS PARTY

Saturday, December 4th

Cocktails beginning 7pm, dinner 8 pm

Country Club of Fairfax, 5110 Ox Rd, Fairfax, Va.



\$25 per person - Attendance limited to 50 reservations

FOR YOUR DINNING PLEASURE

Stied Tenderloin of Beef

Chef's Special Chicken

RSVP by November 29th to Hank Amster 753-9575

Each person desiring a gift is asked to bring a wrapped auto related present for our traditional NVRG gift exchange



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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Membership:	Bill Simons	536-3648	Refreshments:		
Tours:	John Girman	242-1459	Newsletter:	Cliff Green	426-2662

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, Virginia. Check the newsletter for occasional alternates sites. **SEE YOU THERE**



FIRST CLASS MAIL

**Regional Group 96
 Early Ford V8 Club
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 Vienna, Virginia, 22183**

Cliff & Sandra Green
 6214 Militia Court
 Fairfax Station, VA 22039

