



VALVE CLATTER

Northern Virginia Regional Group



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

Volume XXIV, No. 4

May 2001

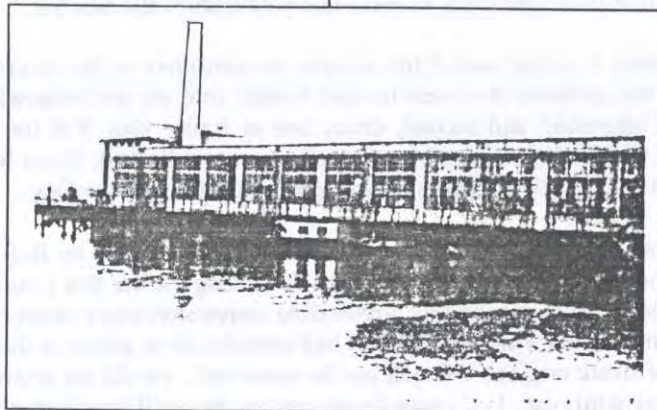
Cliff Green, Editor

APRIL PROGRAM A HIT!

Tom Shaw

Steve Pieper selected another winner to address the NVRG members during our recent April meeting. Steve invited Mr. Al Cox, Historian for the City of Alexandria, to speak to our group about the history of the Henry Ford Plant once located on the waterfront. In a way of introduction we quickly found out that Mr. Cox is the proud owner of a 1950 Ford pick-up that belonged to his grandfather.

Before we could hear about the Henry Ford Plant, Mr. Cox gave an excellent slide show and talking tour of the History of Alexandria City and its unique architecture. We saw early examples of Alexandria homes designed and built in the Federal, Georgian and Victorian style. Many of these homes are hundreds of years old and have been maintained in their original condition.



Al Cox then focused his discussion on the Henry Ford Plant. It was believed that the City of Alexandria enticed Henry Ford to build a plant on the waterfront. It seems that the location picked for the plant was as far as the ships could sail up the Potomac River on the Virginia side. It was also speculated that Ford wanted a plant somewhere North of the Norfolk factory to be used as a final prep shop for new cars.

The internationally known Architect Albert Kahn was selected by Henry Ford to design the structure once the decision was made to build a Ford Plant on the Cities' waterfront. This plant was reported to be "one of the last and most architecturally important industrial facilities

constructed on the waterfront." The Plant was built partially over the water on wood pilings. The wood pilings of course were not treated wood.

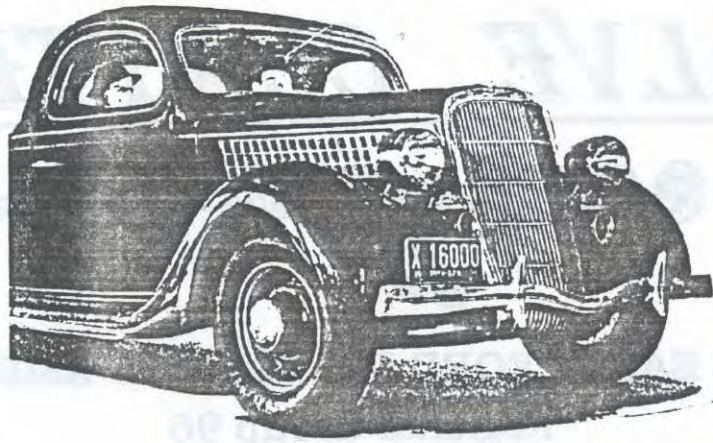
The Plant was all on one floor with a unique skylight design using a lot of glass for natural lighting. The building interior contained offices and lobby paneled in exotic woods fitted with custom-built furnishings. The Plant operated successfully from 1932 to 1942. When the plant closed in 1942, 105 people were put out of work. Ford sold the building to the Navy and was later used as a gun factory. The building was also used as a GSA Warehouse.

Extensive efforts were made to preserve the Ford Building but the untreated wood pilings were so rotted there was no possibility of a successful restoration.

The plant had to be torn down and was demolished in 1996. The saddest comment of the night was that no one knows what happened to the large "FORD" sign that was attached to the waterfront side of the building. Mr. Cox thinks that it was destroyed.

A residential development has been built on the site, but the history of the plant and examples of the truss work is depicted along the walkways.

Photo is the wharf side of the Ford Plant in 1975. At the time the building was the Franklin St. Annex of the GSA. A 1932 Aerial view was unavailable at press time- Editor



UP FRONT With the President

MAY 2001

As I write this message, our 4th annual Car Show in Fairfax City is just two weeks away and everything seems to be in place for a very successful and fun-filled show! This year, the Show is being advertised more in local papers including the Post and Times and spectator admission has been reduced to \$1.00. As a result, we anticipate substantially larger crowds than in years past. Let's all pray that the weather will be as obliging as it has been for our last three shows. I want to thank **John Girman** and **Dave Westrate**, Show Co-Chairmen, for all of their hard work to make this year's Show the best yet.

The Board of Directors is asking each Club member to contribute to the success of the Show by doing at least two things. First, promote the event to your friends (old car and otherwise), neighbors, and anyone else who might be interested, and second, drive, tow or trailer your V-8 (or V-8's) to the Show. It is absolutely essential that the Club's cars be very well represented! And, if you haven't volunteered already, call John or Dave to see if there is something you can help with on Show Day.

I have some sad news to report to you about the 1936 Roadster owned by Bob Rosenthal. Unfortunately, Mr. Rosenthal did not adopt one of the alternatives for saving the car that I outlined in my February letter to him and the car has been dismantled for irreversible conversion into a street rod. Vern Parker called me last week and told me that his west coast contact had seen the car in pieces in the rod builder's shop. While this nice example of a rare original V-8 will not be preserved, we did act promptly and do what we could as a club to try and save this car. Let's keep trying and maybe we'll have better luck next time!

The V-8 parts donated to NVRG by Marty Williams have been sorted, identified and priced for sale. Special thanks to Property Director **Dave Gunnarson** for storing the parts in his garage and for doing a really fine job of sorting and organizing them. Thanks also to **Cliff Green** and **Ken Burns** for their help in finalizing the identification and pricing of the parts. Please see details in this newsletter on what is available and how disposition will be handled.

In addition to our Show, there are a couple of other neat things coming up later this month: Winchester Apple Blossom 2001 is on the 19th, and the Middleburg Garden Tour is on the 20th. Details on the latter are in this newsletter. Also, be sure to check out the interesting program for May's meeting and plan to attend. Are we going to be busy or what?

Happy V-8ing and I'll see you all on Show Day, if not before!

Thank

CHARLOTTE, 2001 – A VENDOR'S ODYSSEY. *Jason Javaras*

We must be doing something right because we got away with another Spring Charlotte event with beautiful weather. My son, Dan and I collected up all the sellable stuff we could find and set up camp in the Green Field, in the shadow of the great Lowes Speedway stadium. Frankly, we had more non-Ford stuff for sale than not, and really didn't care if we sold anything or not, but since we had our own list of things to look for it's always nice to defray some of the output with a little input so to speak.

The first day, Thursday, is always slow since many vendors don't get set up until Friday, but the vendors that do show up early are out buying up things for their own resale, and sales were brisk that day at our vendor spot. On Friday we decided the action was slowing down enough to close up shop and scout out the main swap area in the stadium. By Friday's end we had found everything on our wish list and returned tired but happy to find a note from **Cliff Green** saying that he and **Hank Amster** had stopped by for a rest stop and ended up selling an engine stand for us. Not only did they sell it, but they dickered with the buyer and got a decent price for it to boot. Cliff and Hank stopped by again that evening and we shared a few laughs with the proxy vendors over frosty brews from our ice chest. As it turned out, if we hadn't sold that big engine stand I don't know how we would have had room to haul home all the new "stuff" we bought. Thanks again guys.

As far as neat EFV8s we saw, one fellow had a low mileage, original '49 sedan that was clean as a pin. It was painted dark blue and the buyer wanted something like \$12,000 for it. Another great old car was one of **Bennie Bootle's** cars – a '46 sedan coupe painted a

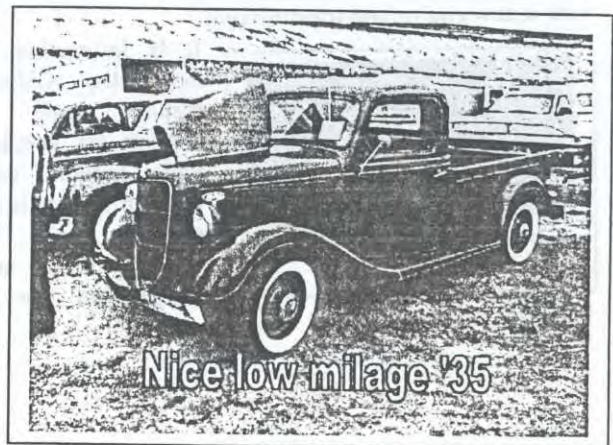
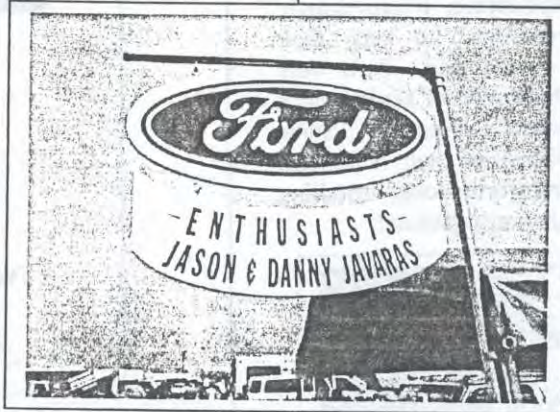
beautiful maroon, in mint condition, and offered for sale at an outrageous price – somewhere in the mid-\$30s I think. Lots of pickups for sale and from a glance at the spectators' parking lots about 90% of the folks in North Carolina own at least one pickup. Most of them have dual exhausts too – music to a car nut's ears.

I was happy to find a truck handbook for my '56 pickup from a literature vendor that just got it in with a large shipment of Ford literature from Brazil of all places. This rare book contained every imaginable spec for the entire line of trucks that year including paint chips and even came with a complete pack of update pages from Ford. It was used by Ford truck salesmen as a reference guide in the showroom, much like a dealer's album but in a more compact form. Ironically, the vendor said that most of the Ford literature he received with the handbook came originally from a Ford dealer in Wilkes-Barre, Pa. that just happened to be on his paper route as a kid. Some things do come full circle, don't they?

For those that don't already know, by the way, Dennis

Carpenter now produces virtually anything you would need for Ford pickup trucks. Between him and Bob Drake you could almost build a complete truck from their inventory of new or NOS parts.

The Lowes speedway complex continues to expand. New since the V8 Show there last June are a huge RV sales/service facility on Speedway Blvd. And a new dirt track raceway across from the stadium that was in full swing while we were there. There're also building more and more hotels and camping areas to accommodate the enormous crowds that attend the numerous Speedway events. All in all this event is one you should try and attend sometime. It has a completely different atmosphere from Carlisle and Hershey and is a great way to start off the car show season.

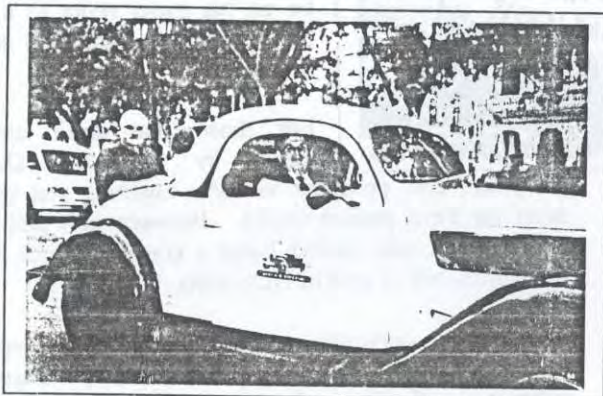


FORDS IN CASTRO'S CUBA

Von Hardesty

When Fidel Castro assumed power in 1959, he entered into a protracted conflict with the United States. One unanticipated consequence of this political struggle was the isolation of Cuba's community of automobile owners. Cuban auto owners abruptly found themselves cut off from the American automotive world – especially parts vendors. This was an unfortunate turn of events because Cuban streets and highways were then filled with American-made autos.

In the decades that followed Cuban car owners performed heroic feats of engineering, improvisation, and Rube Goldberg-style "redesigns" to keep their highly valued American cars on the road. Parts were scarce or unobtainable. Cannibalization of similar autos offered only a temporary solution. Eventually, some owners retained the outward façade of their American, but turned to more radical transformations: installing diesel engines and Russian-made transmissions!



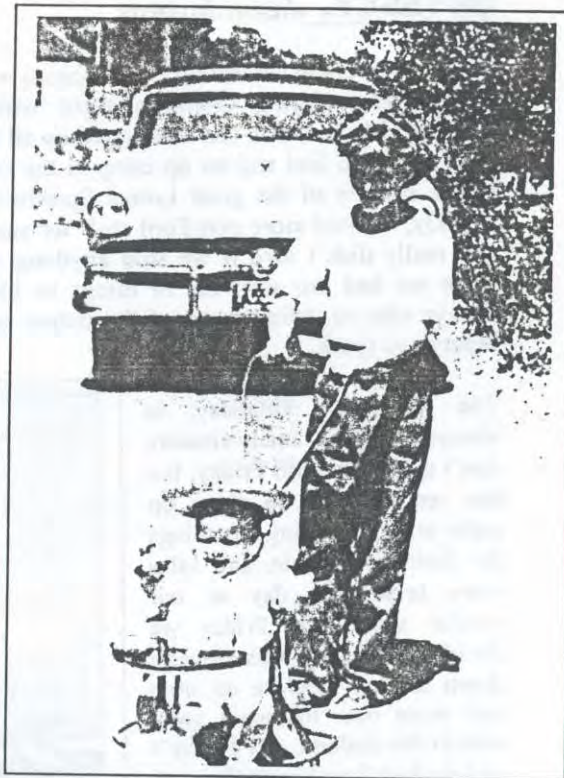
On a recent trip to Havana, Ted Hamdy took his camera out on the streets to capture images of Cuba's peculiar world of American cars. Among the many cars he found and photographed was a 1935 Ford three window coupe, interestingly adapted as a taxi! The photos show Hamdy riding "shotgun" and his friend seated in the rumble seat. While he was not able to obtain photos of the engine, he did capture an image of the dash, interior, and floor shift. Hamdy believes the '35 Ford coupe has been refitted with a new engine and transmission.



Dearborn medallion!

It is interesting to note that Cubans display only a passion for keeping their antique cars running -- there is no context for restoration and competition for a

MYSTERY MEMBER



Who is the Mystery Member pushing her cousin in front of her parents new 1953 Ford? Find answer on page 8!

RECEIPE OF THE MONTH – Submitted by Cindy Du
From "Forgotten Recipes" Jane Rodack

1937 Orange Honey Shake

MPG was a factor even in 1937. Ford advertised a V8 got 22 to 27 mpg. It must have been a "Honey" of a car. Sorry about that, but not his...It's delicious!

1 cup O.J.	2/3 cup evaporated milk
2ts lemon j.	6 tbl honey or 1/2 cup sugar
2/3 cup water	pinch of salt

Combine all your juices, and then combine you water, salt and milk. Pour the juices into milk slowly, stirring constantly – add the honey or sugar; chill. Tastes even better when poured over cracked ice!

(We need these guys in order to compete in the newsletter contest!)

RECORD PRICE FOR LITERATURE *(Editors opinion)*

I was following the bidding on EBay for a 1940 dealers presentation album "The Quality Group". This sought after piece never left the showroom. The dealer had to order these, so some small dealerships might only have had one. I had one in fair condition and sold it for \$425 through an add in the *V8 TIMES*. NVRG member **Ray Kunsman** put in a "killer bid" and was "blown away" during the last minutes. Final bid: \$985. This example was deemed perfect – must be! The '40 Ford guys are nuts!



**Saturday May 12, 2001
10:00 A.M. - 3:00 P.M.**

Presented by:
Northern Virginia Regional Group
of the Early Ford V-8 Club



City of Fairfax

Downtown Fairfax Coalition

Historic Fairfax City, Inc.



**Come see the Ford Model-T
Reassembled in 15 Minutes!**

**Don't Miss this
Extraordinary Demonstration!**

Saturday May 12th, 1:30 P.M.



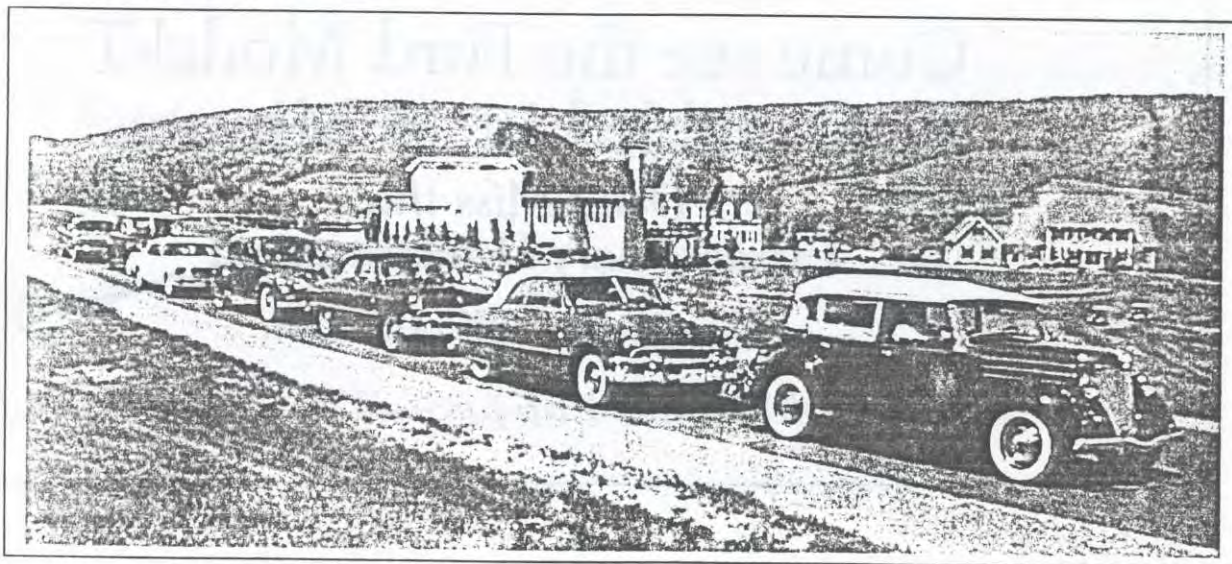
Historic Old Town Fairfax—The Place to Be!



NVRG OPENS TOURING SEASON

A glorious Sunday welcomed NVRG members for their first tour of the year. Seventeen members and wives proceeded via the back roads to Lansdowne Resort for a sumptuous breakfast buffet. We were joined by Myrtie Lebkicker hiding behind Norma Blum above. Amsters, Greens, Shaws, Wilds, Blums, Dubois', Vincents, Burns and Lombard attended. Lansdowne is a first class conference center/golf course complex located in the Potomac River valley with sweeping lawns and flowers. Mention was made that this would be a good place to hold an Eastern Nation Meet.

The caravan of Fords and a Lincoln drove through old Leesburg, out route 7 to Bluemont. A leisurely pace down Snickersville Turnpike afforded beautiful views of the spring countryside much as it was when Henry Ford invented the V8. The dogwoods and azaleas were in full bloom. The pike ended at route 50 at Aldie where we went our separate ways



PROPERTY MANAGER BUSY

Dave Gunnarson has accomplished tons of work sorting, tagging and cataloging the parts from the Williams Estate. President Dubois brought a pickup load to his house to store from our late member's garage. Dave has spent hours with these items. Dubois, Green and Burns arrived at his house Saturday to find the items neatly arranged in 84 lots, all tagged and cataloged. He had moved two cars out of his garage to spread the parts around for easy viewing. We spent two hours determining the worth of every item. The complete list will be at the May meeting and published in the June VC. Members will have first chance at the parts before they will be on sale at the Sully Flea Market at bargain prices. Most of the parts pertain to 1938-39 cars and trucks: generators, ignition, 35-36 exhaust manifolds, jacks, rubber, coils, brackets, window regulators, trim, 35 wheels, excellent 38-39 truck front fender, etc.



Ken Burns, Dave Gunnarsen, Hank Dubois inventory parts

The Club thanks Dave for the work he has done sorting and storing these parts – and the Board told him that the job of Property was a piece of cake! We will be looking for help hauling this stuff to Sully and manning the booth. The proceeds of the sale goes to the Club treasury!



SERVICE INSPECTION AND LUBRICATION BOOKLET

This booklet, Form 7354, were sold for \$2 to owners of older cars and buyers of used cars. These books gave the owner a needed service at an attractive price. The April 1936 issues of *Ford Service and Merchandising Bulletin* suggested that dealers pay a substantial bonus to office and shop employees on each sale of this book to owners of cars two years old or more. Of course, once the car was in the shop, other service items or repair would be suggested.

The booklet contains five numbered coupons (void if detached) that provided inspection and lube at 300 miles, than 1000 mile increments. If you were "Touring" an authorized Ford dealer would provide this service and change you \$1.50. The cost would be refunded by the dealer who sold the book upon presentation of a receipt. Inspection included: Clutch, radiator, lights, carb, wheel bearings, oil & lube, air and cleaning inside and out. What a deal!

The Owners certificate provided free inspection service, excluding cost of lube, for ten times every 1,000 miles.

NOTICE -Proposed Bylaws Amendment

A proposed amendment to the bylaws will be voted on at the next membership meeting, May 8. This amendment is being proposed by the NVRG Board to update and simplify the NVRG Bylaws

MYSTERY MEMBER

Yes, the 9-year old playing with her little cousin in front of her parents '53 Ford is **Patty Girman**. She writes: "In 1953, my parents bought a brand new Ford, a Flamingo Red and Sungate Ivory Crestline Victoria. Many fond memories of that car began that summer. My father, who worked for Standard Oil of Ohio, was laid off due to a strike at the refinery. After putting in his time on the picket line, he and my mother decided this strike would not interfere with our usual summer vacation. Since it looked like a long strike, they decided it would be a good time to take a longer vacation and visit my mother's sister and family in Arizona. We had not taken a car trip this long before and we did have a brand new car to break in.

So, I, at age 8; Kathy, age 5; and Lee, age 3 were loaded into the back seat, with Mom as the navigator and Dad at the wheel. We began our trip around 10pm so we could take advantage of the cool summer night (no air conditioning then!). My father worked shift work, so driving all night was no problem. I, on the other hand, try as I might to stay awake, was soon lulled to sleep as were my sister and brother.

The trip was quite the adventure with my sister coming down with the measles (had to find a doctor in a strange town) and a bird flying into the front end and puncturing the radiator (had to find a garage with the right radiator). When crossing the desert, we kept three lister bags full of water tied to the front and sides of the car and the tank full of gas, as gas stations were far and few between. We tried to dodge the jackrabbits running across the highway. We drove through a sandstorm and wore bandana masks around our faces so we could breathe. We had to keep the windows rolled up, but the sand still got in and we were hotter than I can ever remember being at any other time. At a red light in a small town, we found ourselves next to a Ford exactly like ours. This led to a race across the desert with the speedometer registering more than 100 mph. What a thrill!

About ten years later, with about 60,000 miles on the engine and rust attacking the body due to the harsh northern Ohio winters, my father decided it was time to give up the car. It was a still a good driver and because my boyfriend at the time, John Girman, didn't have a car, my dad offered it to him. However, his parents vetoed the offer. So, Dad sold the car to a man off the street who offered him \$25. Little did I know that many years later, John and I would be early Ford V-8 enthusiasts looking for a '53 of our own. If only....."

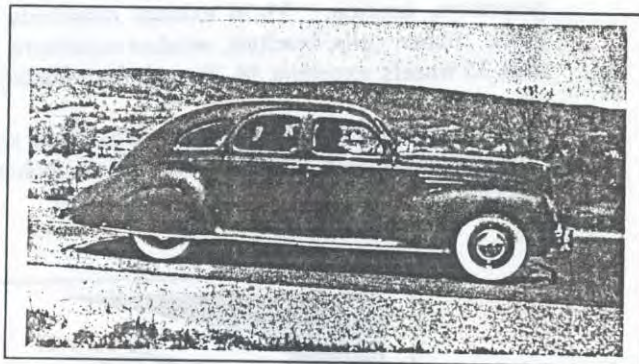
NAME BADGES ARE IN!

Come collect your NVRG badge that you ordered at the May meeting. Wear your badge and \$2 will get you four tickets in the 50/50!

Our sympathies extend to the family of **TIM FOLTZ** who passed away last month. Tim, of Fredericksburg, was a club member for two years

CUB CAR REPORT

Dave Blum is the proud owner of a 1939 Lincoln Zephyr sedan that he purchased in Massachusetts. The 60,000-mile car has been restored with the original door panels, headliner and dash. It is equipped with a Columbia overdrive. Dave sold his 1938 Ford convertible sedan to make room.



Steve Pieper is progressing on the restoration of his 1940 Pickup. It is painted bright red with black fenders and Tacoma cream pin stripe. All that remains are to attach the rear fenders, paint the tailgate and other small items. He will easily finish in time for the Eastern National meet

Dave Westrate is moving along nicely with his 1939 Standard woodie restoration. At last, all the wood is varnished and attached to the body! The fit of the doors caused him a fit. Dave will be ready for Conn.! A picture of he and the car were in the latest *WOODIE TIMES*.

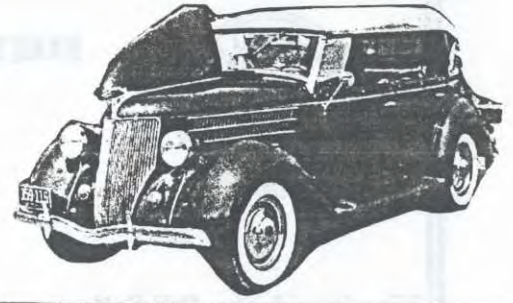
**CARAVAN TO WINCHESTER
LEAVES FAIR OAKS HOLIDAY
INN AT 8:00 SHARP!**



SATCH REED
100419th Street S.
Arlington, Virginia 22202
703-553-8223 1952 F-1



V8 CALENDAR NVRG



May

- 5 **Willowcroft Wine Tour** – NVRG fund raiser
Contact Don Lombard 703-690-7971
- 8 **NVRG Monthly Meeting**, Program: Bob Hellmuth of NHTSA (retired Chrysler engineer), "Snowflakes, Fingerprints & Cars,"
Refreshments: **John Girman**
- 12 **Fairfax Car Show**, NVRG's own car show, get your cars ready!
- 19 **Winchester Apple Blossom 2001**, Shenandoah AACA car show
- 20 **Middleburg Garden Tour** – One that the wives will not want to miss!
- 29 **NVRG Board Meeting**

June

- 1-3 Carlisle all Ford meet
- 2-3 Virginia Wine Festival
- 4-8 **Eastern National V8 Meet**, Westbrooke, Conn
- 12 NVRG Monthly Meeting, Program: slide show

- 13-17 **Central National V8 Meet**, Branson, MO of the Eastern National meet.
- 17 **Sully Car Show**, George Washington Model A Club sponsor, Sully Plantation
- 26 **NVRG Board Meeting**

July

- 10 **NVRG Annual Picnic**, Nottaway Park
- 21 **Washington Masonic Temple Tour**/drive on Potomac
- 21 National Capital V8 car show
- 27-29 Summer Carlisle
- 31 **NVRG Board Meeting**

August

- 4 **Battle of Bull Run Reenactment Tour**
 - 14 **NVRG Membership meeting**
 - 18-19 Virginia Wine Festival
 - 28 **NVRG Board Meeting**
- Tours in the works: Military vehicle restoration facility
Quantico Marine Museum
Nat'l Cryptologic Museum
Tucker automobile garage

INTERESTING SPEAKER FOR MAY MEETING

DON'T MISS IT!

"Snowflakes and Fingerprints"

Bob Hellmuth has been a car guy since he was 14, some fifty years ago. During this last half century, he has been involved in engine swapping, drag racing, hot rod building, stock car racing, muscle car restoration, and Bonneville racing. In addition to the greasy wrench side of the sport, he has also written a number of technical articles for the Bonneville Racing News, Hot Rod Magazine, Popular Hot Rodding, Mopar Muscle, and other car buff publications.

Professionally, he has an Engineering degree and an MBA from St. Louis University. After four years as an engineer for Chrysler, he was hired by the National Highway Traffic Safety Administration as a motor vehicle safety official. In the next 26 years, he was responsible for conducting hundreds of investigations of potential automotive safety defects and the recall of tens of millions of cars and automotive equipment. During this career, he proved Ralph Nader wrong about the Corvair, turned Pintos into fireballs, and found the cause of Audis suddenly accelerating.

After a conversation a few years ago with West Coast collector, Otis Chandler, Bob wrote several articles about the wild claims in the collector car restoration business that there is only one correct way a car can be truly authentic. Bob's articles provided the proof that there are as many build variations for any particular make and model car as there are for "snowflakes and fingerprints."



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

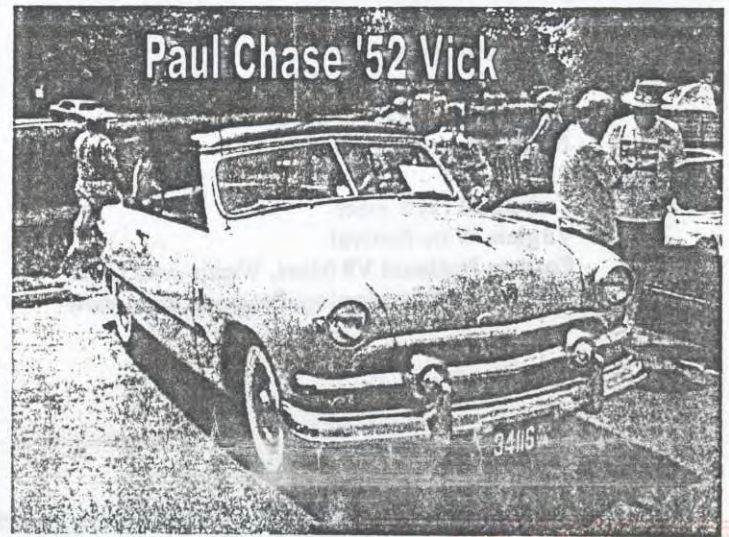


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 Property: **David Gunnarson** 703-425-7708
 Activities: **John Girman** 703-242-1459
 Refreshments: **David Gunnarson** 703-425-7708
 Newsletter: **Cliff Green** 703-426-2662
 Historian: **Don Lombard** 703-690-7971

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



FIRST CLASS MAIL

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

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

