



# VALVE CLATTER



## THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

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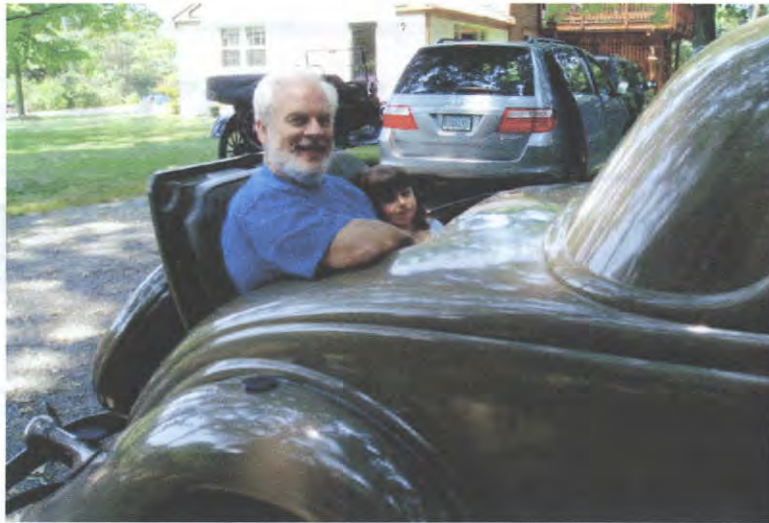
September 2005

Cliff Green, Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004



This neat picture is courtesy of Tom Shaw. The Norfolk Historical Society has identified the area. These are workers going home from work at the Ford Plant in Norfolk, VA. The backup might be caused by a RR crossing. The post by the fire hydrant has a Rt 460 and State 13 sign which identifies Brambleton Ave. just prior to the Campostella Bridge. I figure the time frame is late fall, as the leaves are not completely gone. The newest car is an early 1941 Ford standard sedan. There are no gas rationing stickers on the windshields. These cars have white tags with black numbers, correct for 1940. The '41 has a black with white numbers city tag as in '41, probably shows tax paid in the Fall. There are at least 8 V8's in the photo. Note the '36 behind the coke sign – the Café has a Pepsi sign also! Hot Dogs for five cents! What is the difference between Dinner & Supper that the Café offers? Across the street looks like a garage of some sort, maybe a Ford Neighborhood Service Center? What is the purpose of the obviously temporary structure with the vertical and horizontal siding? I like the '35 Chevy truck. *Editor*



## September 2005

Well, we got the Drive-in Movie Tour in this year WITHOUT a rain delay for the first time ever! The turnout of early Ford V8's was a little disappointing because the extremely high heat deterred folks from driving them. (Understand the cars can take the heat but the drivers and passengers were wanting.) **Bill & Liz Simons, Hank & Cindy Dubois** and **Bob & Jane Helms** upheld the honor of the club in their early Ford V8's. (There were other members who drove old cars but they were off brands and I can't remember the details.) However, we did have a great turnout of members! By my count, we had 26 folks in attendance at one time or another. I do enjoy that event.

It seems like the NVRG is getting busier than ever. **Don Lombard** has made preliminary plans for the Lebkicker Tour. It's going to be October 21-23 in the Shenandoah Valley so mark your calendar and stay tuned for further announcements. Judging from the ideas he proposed, there will be a lot of new places to see. In connection with that tour, it's time to cast a vote for a deserving member for the Lebkicker Award. Check out the notice on this elsewhere in the *Valve Clatter*. **Hank Dubois** will be collecting the votes.

And the balloting doesn't stop with the Lebkicker Award because it's also time to nominate members for the NVRG Board of Directors. Again, there is a notice about this in this Valve Clatter.

We're moving ahead on other fronts as well. **Dave Gunnarson** has created a mock-up of a club roster in the form of a booklet. It includes thumbnail photos as well as the members' stats. He'll bring a few copies to the meeting on Sept 13 for everyone to provide suggestions and comment. Remember, too, that **Ken Burns** is collecting photos of cars (and maybe club activities as well) for the club calendar. Start picking out your favorite photos of your car or another NVRG member's car for possible inclusion in the calendar.

The Steering Committee for the possible Eastern National Meet, led by **Cliff Green**, has been busy collecting information on potential facilities to host the event. You'll be hearing more about this as time goes on.

Finally, Hershey is coming. I hope you are making your plans and compiling your list of "must haves." I know I am. My son is coming out for California just to see Hershey. I guess my stories have finally got to him and he decided to see what all the excitement was about. He'll be camping with the NVRG members and walking the fields looking for parts for his '35 Phaeton. I'm really looking forward to that.

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

JOHN

## A NIGHT AT THE DRIVE-IN MOVIES.

*Leo Cummings*

Well, here it is another year for the V8 er's tour to "Dalke's Family drive-in Theatre" near Stephens City, VA. Linda and I were able to attend our first Drive-in Movie tour at the last minute, due to our vacation week's delay at Lake Anna, VA. We connected up with the group by making early Saturday phone calls to John Girman and Cliff Green. With the Holiday Inn Express info, we were able to confirm a reservation and join up with group at Fair Oaks Mall for the 2:30pm departure. It's always with great excitement when we attend any V8 Club function. We departed in our modern iron with AC-ON as many others did, for it was a very HOT weekend. Following the only two antique cars at this point were Hank and Cindy Dubois in their 1935 Ford rumble seat coupe, and Bill and Liz Simons in their 1934 Ford Cabrolet. Westward we drove on Rt. 50 and over the mountains and Shenandoah River to a left at Rt.340 and on to the Holiday Inn Express at Stephens City. There we were joined up by Bob and Jane Helms in their 1950 4dr.Mercury, Butch Myrick and Francis in his 1959 Chevy Impala 2dr hardtop, and Steve and Windy Pieper in his '57 Chevy Nomad.



After check in and some refreshments, it was on to the New Town Tavern restaurant nearby for some very good and reasonably priced vittals. With the contentment of food in our bellies it was on through Stephens City with it's appropriate older vintage town setting to the Dalke's Family Drive In Theatre for the double feature. As we approached the theatre, all cars had to line up on the side of the highway to await their turn of entrance and choice of movies.

There were two screens, each with a double feature or choice of four movies. We all choose the 1st screen with *Willy Wanka & the Chocolate Factory* and *The Sisterhood of the Traveling Pants*. Definitely family orientated. After

lining up all the cars, many V8er's were fanning themselves to keep cool. There were several vintages of fans. Cliff Green dug out some rare Ford Fan coolers for he and Sandra. We then settled in for the start of the 1st feature while enjoying the fresh evening Country air and the sharing of snacks.

If we could get the theatre to show older vintage movies, maybe once a month, like from the 1950's etc., and then attend at that time, I think it would be more enjoyable for the car groups and many others. However, my hats off to the Dalke's Family Drive In Theatre for following their format and showing all family oriented movies in this day and age of mostly X-Ratings. The theatre was packed on both sides (two screens). They do a great service to the public and country. It was a great experience.

The next day after breakfast, John & Patty Girman gave everyone particulars and directions to the "Museum of the Shenandoah Valley". Thanks to Patty Girman's for her research. So, all geared up and drove on to the museum near by. What a pleasant surprise in touring the museum grounds, gardens and the Glen Burnie historic house with our own guides. The 20 million dollar *Museum of the Shenandoah Valley* project just opened April 2005, and consists of the Glen Burnie House, the gardens and the 50,000 sf museum building. After our tour of the Glen Burnie historic house, everyone returned to the museum building for a great light lunch. We used the balance of our time to tour and enjoy the 3 levels of the museum, and then departed for home as each saw necessary. Linda and I had no other immediate deadlines and stayed until closing. There were many galleries of art, artifacts, and videos of history of the Shenandoah Valley. The museum displays a large collection of miniatures of early American furniture and houses - a must for this type of hobbyist. Keep the museum in mind any time you are in the Winchester, VA area. We toured the downtown area and train station with a buzz by the Shenandoah College where Linda's, daughter Lauren is entering her sophomore year. And of course being dinnertime, we couldn't pass up the "New Town Tavern" again on the way home. The rib's are good too. Hope to see you all at the DRIVE IN MOVIES next year.



Chicago Sun-Times

## Classic cars lack safety features

August 3, 2005

BY OLIVIA MUNOZ

DETROIT -- At a time when thousands of Americans were standing in bread lines, the luxury automobile of the day, the Duesenberg, sold for more than \$15,000. The car -- miles ahead of the typical \$500 family car of the day -- weighed more than three tons and was bigger than a modern Suburban. But like many pre-World War II cars, Duesenbergs were made without one of the basic safety features mandatory on modern cars: seat belts. And that might have contributed to the deaths over the weekend of a mother, father and their 8-year-old son. The three and two other children were thrown from the car when a 2001 Volvo ran a stop sign near Ann Arbor and struck their newly restored 1929 Duesenberg. The driver of the Volvo, who was not injured, could face charges.

### Updates would spoil authenticity

The Duesenberg, like many vintage cars, is nearly impossible to bring up to current safety standards. And many classic-car owners think safety changes would spoil a vehicle's authenticity. Federal law holds cars only to the standards that were in effect at the time of the vehicle's manufacture. But many states have come up with regulations for classic cars and often prohibit their use for routine transportation. "When you're driving to a show, the guy in the modern car thinks you can start, stop and maneuver just the same as he can. But if you have an open car and it flips over, you're in big trouble," said Chuck Conrad, president of the Classic Car Club of America, based in Des Plaines. Crashes involving classic cars are rare because the owners are so cautious with them, said Matt Short, executive vice president of the Auburn Cord Duesenberg Museum in Auburn, Ind. Owners do most of their driving to and from classic-car shows, conventions and parades. The typical mileage for collector cars is usually less than 1,000 a year, according to McKeel Hagerty, chief executive of Hagerty Collector Car & Boat Insurance in Traverse City. His company is one of the biggest classic-car insurers in the country, with 300,000 clients. Hagerty said he cannot remember a fatal crash in a vintage car in the 22 years he has been in business. Only 0.2 percent of his customers in any given year file claims in collisions with other cars, he said.

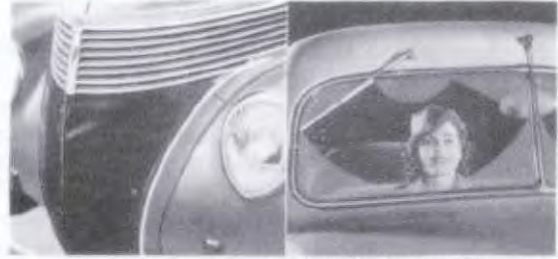
AP

*Because of this accident and the wreck described by the author of the book I reviewed on page 6, I have decided to install seat belts in my stock original '36. I have found custom made wide strap with chrome buckles for \$40 a pair on the following web site: <http://ssnake-oyl.com/> They will send samples of the webbing for color choice. What price safety with the crazies on the road!!*

## MEMORIALIA

### APPROVED 1938 FORD ACCESSORIES

LIST PRICES—INSTALLATION EXTRA  
(Prices subject to change without notice)



**RADIATOR SHIELD**  
Important winter protection for car.

**\$1.25**

**WINDSHIELD WIPER**  
Installed on right hand side Standard car windshields.

**\$4.00**



**ROAD LIGHT**  
For driving in rain, snow and fog.

**\$5.00**  
(each)



**SPOT LIGHT**  
Something most motorists want.

**\$15.75**  
(includes bracket)



**CIGARETTE LIGHTER**—Automatic heater, inexpensive—detractable.

**\$1.75**



**VANITY MIRROR**  
Assembled with right hand sun visor.

**\$1.85**

25

This is a page from the 1938 Salesman's handbook that was sized to fit in the inside jacket pocket. It contained data to answer customer questions. Thanks to Chad Coombs.

### NVRG CALENDAR

The club is in the process of producing a calendar of club cars. Last month's VC had the details of the project on page 8 -- read it again for more information. **Please submit pictures for consideration to Ken Burns** -- [helenandken@earthlink.net](mailto:helenandken@earthlink.net) Your contribution is need ASAP to make this work, otherwise all the cars on the calendar will belong to the Board of Directors!

## TECH TIP

### Modern Gear Oils and Old Transmissions

Cliff Green & John Girman

We followed an interesting discussion on Fordbarn's web site recently about gear lube. Someone asked what lube should be use in his transmission and rear end.

Research in our literature found that different year cars required slightly changed viscosity requirements as shown in the table below:

#### Transmission and Differential Oil Requirements by Year

Year	Transmission	Differential
1932-36	SAE 160 summer	Mild EP 140 or 160
1940	SAE 140	Mild EP 140 o 160
1941	Mild EP 90	--
1946	Mild EP SAE 140 summer Mild EP SAE 80 winter	Mild EP SAE 140 summer Mild EP SAE 90 winter
1953	Mild EP SAE 80 (all temperatures)	Hypoid SAE 90 SAE 80 below -10°F

#### What to use in the transmission?

Here is a quote from a seeming knowledgeable guy who had several postings on the Fordbarn website on the subject of gear lube – “EP (extreme pressure) came about to service the hypoid style gears in difs and other general applications using sliding contact, rather than rolling contact.” Our old closed-tube Ford drivelines are not hypoid style. However, in 1949, Ford adopted hypoid style differentials and the requirements for lubricants changed accordingly. More recently, gear oils have been reformulated from the GL-4 specification to the GL-5 specification.

When this happened, the lubricant manufacturers soon found out that the new EP additive package, which contained more sulfur-based compounds, was too aggressive and attacked the so-called yellow alloys (the copper-based alloys, brass and bronze) found in many transmissions. In ours and many other transmissions, syncros and thrust bushings are copper-based alloys, so our transmissions were at risk. The lubricant manufacturers quickly reformulated their GL-5 EP additive package for lower sulfur-based compounds. However, the GL-5 lubricants still contain a more aggressive additive than the old GL-4 lubricants. Is this a still a problem for our transmissions? Opinion is split on this.

The gear oil that does not contain the additives was defined as GL-1 material. It is impossible to find GL-1 lube nowadays. The closest is the 600W that is specified for Model T's and A's and repackaged by Mac's. It is Mobil cylinder oil, which is designed for use in all steam engine



applications and enclosed worm gears. It has the equivalent viscosity of SAE 140 gear oil, according to the Mobil Oil web site. 600W will not affect any “yellow” parts.

However, there are Redline products, MTL (manual trans lube) and MT90, which are synthetics

with GL-4 additive packages. They are appropriate for brass/bronze parts usage, according to Redline. On their website, Redline states that “the use of a GL-5 lubricant in a synchromesh transmission will shorten the synchronizer life by one half.” That's a pretty strong statement and it's not clear what their proof is. But they also state that their “GL-4 lubricant provides adequate protection for most manual transmissions.” As an added bonus they also claim on their web site that these products “have

the appropriate coefficient of friction for most manual transmission synchronizers (many gear oils, engine oils, and ATFs are too slippery for proper synchro engagement). And, the wide viscosity of MTL and MT-90 allow proper shifting over the entire temperature range which the transmission will experience.”

Some think that synthetics will make their transmission leak. However, the editor has used Amsoil in his differential without a problem. Are GL-5 lubricants a problem with our manual transmissions?

We really don't know but using the Redline products seems like an easy and less risky thing to do. Both of us plan on using them. MTL has to be mail ordered at \$8.75 a quart plus UPS at [www.ogracing.com](http://www.ogracing.com). By the way, the owner's manual suggests that the transmission lube be changed every 5,000 miles for the 1932 thru 1946 at least and every 10,000 miles for the 1953 – with the synthetic, it would probably last forever.

#### Now what about the differential?

“Mild” extreme pressure is an oxy-moron, in our opinion but it's a term we're stuck with. GL-4 or GL-5 EP, either mineral based or synthetic in the weight specified (all are now multiple viscosity) will work according to the discussion on the forum. What if you have a Columbia that has brass parts? We need to check this further. It may be that the GL-4 gear oils would also work in these non-hypoid differentials or it may be that the current GL-5 lubricants are still necessary and are sufficiently less aggressive to not damage the “yellow” parts. We need to check further on this and we'll try to give an update in a later article.



## THE ENGINE SAGA Part III

(and the last one, I hope) **It's done !!**

Don Lombard

Why Part III ? What happened to Parts I and II ? Well, Parts I and II appeared in the VC embarrassingly way back in May and June of 1997. This may well qualify as a project with one of the longest periods of dormancy between its start and its completion in NVRG memory.



Yes, it's done, finally. Not exactly in the manner I originally intended (doing it myself), but more importantly for the car's sake, it was completed by club member Ben

McDonald who has infinitely more skill, not to mention energy and speed, than I, and to whom I shall be ever grateful.

What is he rambling about, you say ? Those of you who have been in the club prior to 1997 may remember my glacier blue 1953 Customline 2 dr. sedan, an original 19,000 mi. personal treasure I have owned for 35 years. Many good outings and tours ensued with our own NVRG. Then, while spiffing things up for the Atlanta National Meet, we suffered a #6 connecting rod failure.

Well, to shorten an already long story, the engine was removed and prepared for shipment to Jasper Automotive with the generous and willing help at various stages from a litany of club members: Pendley, Burns, Green, Selley, and Blum, to mention a few. I then made the common misstep of going further than I needed to. I decided to make "all things perfect" and got about one third of the way through cleaning and painting the engine bay and suspension. I had very definitely launched my kayak down The River of No Return (for you Marilyn Monroe fans) without enough Wheaties in my cereal bowl to fuel the total journey. The 50 K or 5 yr. warranty on the engine had expired while the engine was still bolted to the shipping pallet in my garage and without the crank having even been rolled over once during that time.

Friends who had helped with the "disembowelment" were generous in their offers to help with the reassembly, and just as generous with some deserved chiding regarding my inaction. Still I waited and went through some rationalizations. Thanks to them and to my ultimate recognition that the car deserved better than what I had given it, I resolved that it was going to be completed, if not by me then by someone who would invest skill and concern for the quality as if it were his own. I am delighted with what Ben has done. It is nearly ready to be "discharged" from his care.

The engine performs magnificently, nestled in one of the cleanest engine bays I've seen, and sporting a set of custom headers connected to two "mature" sounding mufflers that let you know they are there without bragging of oomph that isn't. New brake cylinders & lines, fuel tank & lines. The only issue with the Jasper engine thus far has been that the right cylinder head gasket was installed end for end. When Ben tried to add coolant it ran right out onto the deck.

In a very, very short while, we'll see you on the road (if any of us can afford the gasoline).

## FOR THE LADIES

THE SATURDAY EVENING POST

### THERE ARE 6 AUTOMOBILES IN OUR BLOCK

WE'VE NAMED THEM "Monday"... "Tuesday"... "Wednesday"... "Thursday"... "Friday"... "Saturday"

**THE MILEAGE BUDGET CHART**

Activity	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
WORK						
SCHOOL						
SHOPPING						
DEFENSE						

**EACH CAR IS BUDGETED ACCORDING TO THIS PLAN**

"MY DAY TO DRIVE. Any errands? If you're coming along you'd better get your hat on. The news trip will be more than if you chose to wait. Another week of this plan and I'll start to think we are getting well organized. This kind of patriotism is really fascinating—I'm sorry my tires to drive someone only once a week.

"And what is this kind of patriotism? Simply a matter of saving the neighborhood's transportation by pooling the mileage left in six sets of tires. Pooling our mileage helps every family on our block keep within the weekly allowance on its tire mileage budget chart. Some of us were overwhelmed when we found out how few miles we could drive each week if we want to keep our present time running for essential work for the duration of the war. As far as possible, under our pooling plan, only one car rolls on our block each day.

Each day, and there is no duplicated mileage. The original mileage expectancy for each tire was established by a responsible dealer. Each family then worked out its own weekly mileage allowance. Some of us were having a bit of trouble keeping within that weekly allowance before we began this block pooling arrangement."

\* The United States Rubber Company can be obtained by writing the United States Rubber Company or Area Office, 200 N. 1st St., New York, N.Y. 10038. There are no charges for mileage pooling. There is no charge for the number of miles left in your spare tires for the number of miles you need your car to last. If it is 2 years, or less, or 100,000 miles, or less, then a new spare tire should be purchased. This is done on the chart and then made sure by entering the number of miles you actually drive each week.

IN AMERICA'S FIGHT FOR LIFE RUBBER IS VITAL

**UNITED STATES RUBBER COMPANY**

200 NORTH STREET • BUNNYSFIELD CENTER • NEW YORK

Thanks again to Patty Girman for this ad from an early 1940's *Saturday Evening Post*. Gas ration was in effect not primarily to conserve petroleum but to save rubber. Notice the caption "In America's fight for life rubber is vital". It talks of pooling the mileage left in six sets of tires – to allow only one car in the neighbor to roll each day so there is no duplicated mileage.

The fine print encouraged you to take the car to a US tire dealer so he can estimate the mileage remaining on each tire to determine a weekly allowance and make a budget such as the illustrated chart. They had to make it last for the duration which was another 3 1/2 years.

## Part 2: Enter the Zephyr

The Modern Age Arises

John Sweet

In our previous installment, we learned that Lincoln was founded by Henry Leland, and that due to financial difficulties; was forced to sell the company. Henry Ford purchased it for \$8 million and Edsel was named president. Under the artistic guidance of its president, Lincoln blossomed into one of the finest automobiles of the 1920's. Already known for its superb engineering, Lincoln became noted for its fine styling. However, when the stock market crashed in October of 1929, Lincoln, like the rest of the country had to pause and face the realities of a depression.

As America entered the decade of the 1930's it was with a bleak hope that better times were just around the corner. While the Hoover Administration kept pushing the idea that prosperity was just around the corner, the stark fact was that things were getting worse. For a great many, it was a world turned upside down. The automotive industry and Lincoln in particular was no exception. Lincoln production under the guidance of Edsel had steadily risen through out the 1920's, but with the stock market crash the number began to reverse. By 1934, Lincoln "K" production was down to around 2,000 a year. Not enough to keep people working and certainly not enough to make the company money. So, Edsel looked towards the medium priced field as a means of salvation. Other luxury car manufacturers were doing the same thing. By offering a medium priced luxury vehicle, these companies would be able to stay in the game and continue with automobiles that were much more affordable than the coach-built classics they had been previously building. Lincoln was no exception. In addition, Edsel wanted to add more variety to the Ford family lineup. With only the high and low ends of the market being covered, the company was missing a sizable portion of the buying public. Something was needed in the middle, but for Edsel Ford and the other men of Lincoln the question was what.

The idea of Streamlining was in vogue in the late twenties and early 1930's. And even as the Depression deepened, Americans were getting glimpses of a sleek modern world of the future. The technology of the day, particularly in rail and air transportation, gave notice that "modern" was sleek and unencumbered by the Victorian and Edwardian frippery of the earlier age, Silvery-sleek airlines and streamlined trains cut the air and looked liked they were speeding by even while at rest. Even mundane objects took on new smooth lines, radios, juicers; even vacuum cleaner became portents to a better tomorrow. Chrysler decided to enter this age of modernity with its ultramodern, and Airflow model. As well engineered as it was, it's styling, while streamlined, was too bulbous and ungainly to catch on with the public. The Chrysler Airflow quickly became the Chrysler Airflop. Despite Chryslers less than auspicious entry in the streamlined age, the idea of streamlining was still in the minds of many, including John Tjaarda. In the late 1920's,

this talented Dutch born designer was working in Long Island New York for Locke and Company, but felt his talents were being wasted. He was a talented designer, but simply doing coach built designs for Locke was not enough, Tjaarda wanted to design a car from the ground up. In 1926 he started on an innovative and futuristic car he called the Sterkenburg, named after his family name Tjaarda van Sterkenburg. It featured innovations such as, independent suspension, rear engine placement, tubular chassis, and unit-bodied construction and later on, streamlined styling. By the early 1930's Tjaarda was looking for a new job with a company that might even be interested in backing his ideas for the Sterkenburg.

Briggs Manufacturing just happened to be that company. They were looking for a new designer, someone who had ideas and grand plans and could help them consolidate their business with Ford. Because of Briggs's association with Chrysler, Ford had reduced its order for bodies and Briggs wanted to reverse that state of affairs. Many at Ford felt that Briggs paid to much attention to Chrysler and not enough to Ford. Thus Briggs, saw a new designer and new design as a chance to improve relations and perhaps even increase business with Ford. So in order to turn things around, Briggs hired Tjaarda in 1932 and began to woo Edsel Ford and Lincoln with the Sterkenburg design.

In October of 1933 Ford Motor Company hosted a The Ford Exhibition of Progress in Detroit. Briggs was invited to participate. A hand-built wooden mock-up of Tjaarda design was the feature for the Briggs pavilion. It was a hit. Briggs also displayed a sign stating that the streamliner was only a study and not to be considered for future production. By 1934 a more complete design was ready for Edsel Ford. With Edsel and other at Lincoln well aware of Chryslers styling problem with the Airflow, a second prototype was created and again at the Chicago World Fair. While there, the public was asked about the streamliner. Over all, 80% of the public liked the looks, but 50% did not care for an engine in the rear of a car.



Edsel still liked the overall design, but the engine would have to move to the front. This would necessitate a successful and stylish front end. Tjaarda and Briggs's immediately went to work on this problem, but Edsel decided that more help was going to be required and gave Ford stylist Bob Gregorie the task. (continued next page)

E.T. "Bob" Gregorie was a former yacht designer with an excellent eye and a wonderful rapport with Edsel Ford. Edsel Ford hired Bob Gregorie in 1931 and was immediately impressed with his designer's eye when Gregorie created the stylish Model Y for the British market. In 1933, his design for the Model Y was made a part of the 1933 V-8 line up. Thus by the mid thirties, Gregorie had been appointed as the chief designer for Ford and began to work almost exclusively with Edsel to bring style to even the most basic of Fords and even Lincoln models. Gregorie eye for style complimented Edsel's. Between the two of them the first Zephyr would be a styling winner. And thus it was. Gregorie put a sharp prow like grill in front and introduced the modern rear hinged alligator. Between the two of them the first Zephyr would be a styling winner. And thus it was. Gregorie put a sharp prow like grill in front and introduced the modern rear hinged alligator type hood. With these changes the Tjaarda streamliner metamorphed and the distinctive streamlined style of the Zephyr was born.

Once the design was set, it became important select just the right name for the new Lincoln. That honor was bestowed to Lincoln's sales manger Arthur S. "Hardrock" Hatch, who called it the "Zephyr.". This was done to not only differentiate it from the big model "K" Lincoln's still be produced, but also to capitalize on the success of the Burlington Zephyr of the Burlington and Quincy Railroad. This streamlined stainless steel wonder had been introduced in 1934 and was still darling of the public. Indeed, in the mid 1930's the name Zephyr had become synonymous with being, sleek, swift, comfortable and ultramodern. Just as originally conceived, Lincoln positioned the Zephyr at the upper end of the medium price market. It was aimed at the middle and upper middle class buyer, particularly the businessman and of course the filthy rich looking for another, more inexpensive car.

On November 2, 1935 The Zephyr was introduced as a 1936 model with great fanfare. The car was an instant success. Over 15,000 were produced and sold in two body styles, the model 903 Two-Door Sedan, and the model 902 Four-Door Sedan. The Zephyr Four-Door Sedan was consistently priced at twice the price of the top of the line Ford. And as a matter of comparison, the Zephyr was about a quarter of the price of the Model K Lincoln at \$1275.00. Compared to the "K" Lincoln, the Zephyr was off and running unlike any other Lincoln before it.

**Coming next month: Part 3: The Style Leader**  
**NATIONAL MEET FOR NVRG?**

A steering committee has been formed (Gunnarson, Dubois', Westrate, LaBaugh and Green's) to investigate the possibilities of holding an Eastern National Meet in June, 2007 or 2009 (The Grand National is in 2008). It has yet to receive the bid packet from the National but has information from RG's who have held past meets. It is estimated that there would be 250 registrations and over 200 cars.

The primary factor is to find a Hotel/convention center that would meet our requirements with a reasonable price for rooms and food. The greater Fairfax area is under investigation, also Charlottesville and Williamsburg. One of the dilemmas is to find a place to park 60 plus car trailers!

Once this issue is resolved the committee will present the package to the Board of Directors and than seek the sense of the membership. A commitment would be required to help with all the work required to put on a National Meet.  
 STAY TUNED.

**NEW MEMBERSHIP DIRECTORY**

Dave Gunnarson has produced a draft of a Membership Directory in booklet form. It will include pictures of members and their cars along with personal data. Information will include the Board Members, activity dates, local V8services recommended by members, and other useful data.

Dave has taken pictures off the web site for inclusion in the directory. If you wish your car or picture in this production, submit same to Dave at [gunnerson@verizon.net](mailto:gunnerson@verizon.net). Don't be left out. Member pictures will be taken at the September meeting. This project has been long in coming and thanks to Dave, it will be completed this fall.

**THE ANNUAL DICK LEBKICKER AWARD**

**PURPOSE:** The selection and subsequent presentation of this annual award to a fellow club member who exemplified the qualities exhibited and practiced by our friend and highly respected club member in whose memory this award is named.

**OBJECTIVE:** Be it know that club members of the NVRG of the EFV8CA will, through the process of nominations/voting, select the person most deserving of the award. The award will be presented to a highly active club member based on the qualities, presence, demeanor, and contributions to the betterment of this regional group as were demonstrated by the attributes of Mr. Dick Lebkicker. This person will be someone who has repeatedly, if not characteristically, demonstrated one or more of the following characteristics:

- ❖ Love of the Cars
- ❖ Drive the cars.
- ❖ Support the club : Assume office, take responsibility- Attend meetings, Encourage others- Recruit new members. – Participate in tours and activities – Help plan meetings, programs.
- ❖ Help fellow members:
  - Mechanical – fixes cars and advises others.
  - Help others as needed, when needed, where nee
- Offer assistance to resolve car related problems an-identifies vendors of part/services.
  - Set aside own projects and priorities for the betterment of the club and it's members.

Mail in vote for up to three members on a slip of paper to:  
 Hank Dubois [hcubois@juno.com](mailto:hcubois@juno.com) 703-476-6919



## NVRG TEAM EMPLOYED

Member Paul Chase, with the help of Ken Burns, took the rear end out of his '41 Sedan 15 years ago to have it rebuilt. It was never installed. Now, Paul advertised it in the V8 TIMES and a guy in California bought it sight unseen (after some dickering). After the price was set, there was further negotiation on how to move the car onto the transport. The California buyer offered to pay \$600 more to install the rear end so that it could roll.

Paul made contact with the NVRG - Email was sent for volunteers to work on this project. Saturday the 27th there was drizzle and some could not play golf, so Selley, Green, Burns and Dubois took the task in hand and accomplished the job. Don Lombard appeared at the last minute and helped bolt the front seat back in. Paul was happy, the new owner was happy and the NVRG now has \$600 more in the treasury. Any other work out there?



## FLEA MARKET FINDS

*Art Spero*

I found these two Ford commemorative coins at a local flea market that I frequent on weekends. Along with seeing some interesting "stuff" (and people!), I can get a bit of exercise walking around the grounds for a couple of hours. While automobile items are somewhat scarce at this particular flea market, finding collectable Ford V-8 things is actually a rare occurrence. The coins were among some miscellaneous stuff for sale by a vendor who specializes in Civil War, WWI and WWII artifacts. Needless to say, they immediately caught my eye and the transaction was completed within minutes. I remembered seeing an article on coins like these in the EFV8CA magazine "V-8 Times" a while back, but have never seen any in person. My knowledge of them is limited to only that information printed in "V-8 Times" - and I forgot most of that! As with any flea market, "caveat emptor" is the byword. Prices can be all over the map, just as at Hershey or Carlisle, and vendors can be all too willing to sell you the Brooklyn Bridge if you are gullible enough. However, from the condition of the coins, along with the barely discernable "Sterling" hallmark on the rims, I felt these coins must be the genuine article. As for the real value of the coins, I

have no clue, but the deal was struck for \$25 for both. The vendor's asking price was somewhat higher, but that does not necessarily mean anything at a flea market. I had never seen one for sale before, and I figured they were worth that amount if only to have them in my collection of interesting V-8 stuff.

The coins are approximately the size of a U.S. silver dollar and are solid silver with the "Sterling" hallmark on the rim of each. The first photo shows what I think is the front (obverse in numismatic language) of both coins, while the second photo shows what I think is the reverse of both. I could easily be wrong on this call though.



The first coin is dated 1903 - 1933 and shows the grill of a Model 40 with the "Ford" script overlaid on the grill. On the opposite side, it has the words

"THIRTY YEARS OF PROGRESS", and a large "V-8" encircled by what appear to be small leaves.



The second coin has the words "A CENTURY OF PROGRESS CHICAGO" around the perimeter, along with "FORD"

and a large "V-8" in the center. The opposite side has a large gear that fills the entire surface, with the words "FORD EXPOSITION", a stylized "V-8", and the date "1934".

This just goes to show you never know what's out there. Keep your eyes peeled. Happy shopping!



*Remember when it was cool to have a fox tail on your radio antenna? Well, this '37 Ford owner has taken the "cool" one step further! Will this trick help pick up girls?*

*From the archives of the Farm Security Administration*

## BACK PAGE PICTURE

If you have been a member of the NVRG for over 16 years you might recognize this low mileage 1953 Tudor. It has been hidden away in Don Lombard's garage for an engine change. Read all about it on page 6.



## SELL/WANT

Wanted -1936 drivers side door latch  
Steve Ross 301-994-9707

Wanted: For 1956 F100 pickup - Accelerator assembly and jack, crank, and any tools for same. Jason Javaras  
540-786-5819

1919 Model T Roadster; great touring car in very good condition; \$11,000; contact Jeannette or Barry Hall at [moorehall@msn.com](mailto:moorehall@msn.com) or 540-373-1229.



Sale: 1980 olds Cutless Supreme-v6-ac-pw-at-very good condition asking \$1800.00 -1951-52-8 N Ford tractor-with snow blade and trailer-good rubber-runs good-\$2100.00 Sears suburban garden tractor with wheel weights and chains \$650.00- Treadmill-runs good-\$50.00-- Gene 540-869-7475

Sale: '40-'41 truck radiator - paid \$600 for recore, top fill, \$600. '40-41 1 1/12 T. rolling chassis, sandblasted \$150, Cab for same \$2,000 - 2 speed '40-'45 manual two-speed rear end. Shifter next to drivers door \$400, 59AB, high volume oil pump, flywheel resurfaced, runs good \$1,000. Bob Cowden 703-764-3198

Sale: EV-8 starters and a generator for sale @\$25 each. I can bring to the meeting. Clem 703-830-5597

Wanted: Clamshell mirror mount(s) for a 1951 Ford F-1. These clamp around the door hinge and fit right or left doors. Al Edwards , AlFromVA@aol.com 540-635-6865

Free: '35/'36 Sedan doors w/hinges & hardware, '36 front fenders, '36 firewall assembly, and several headlights w/brackets ('35/'36 & ?). Bob Burke, 540-788-4140.

Free: '37/'38 front backing plates w/brakes & hardware, '38 V8/60 4.44:1 rear axle, and '49-'53 8BA distributors. Hank Dubois, 703-476-6919.

### ARMED FORCES RETIREMENT HOME 48<sup>TH</sup> ANNUAL ANTIQUE CAR SHOW OCTOBER 2<sup>ND</sup>

NVRG event - it is the only show without an entry fee and includes FREE breakfast. NVRG has donated \$\$ to help with the event. We will caravan from Fair Oaks at 8 AM. Contact the President for more info.

## EMAIL BAG

Dear Mr. Green:

We are having a grand opening here at Warrenton Fauquier Airport on September 10, 2005. We are having an Air Show, The Flying Circus, static displays and other attractions, we would like to invite your Antique Car Club to be a part of the displays.

We would look forward to having your cars here on display and if you are interested please contact Steve Roszel here at the airport (540) 788-4959.

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*Bill Simons*

I Drove up to Littleton Pa a couple of weekends ago and picked up Ken Burns' and my woodgraining for our respective woodies and was amazed at the absolutely beautiful job they did. There is even a touch of birdseye in my maple dash and window moldings. Ken's dash and moldings look just as beautiful as mine. The father and son team that does this beautiful work are Ron Hedges and his son Dan. It appears that Dan does most of the work. Their company is called Woodgrain Specialists and they are located in Littleton Pa., about 80 miles and 1 hour and 30 minutes from Arlington. Phone is 717-354597.

They bought some of Benny Estes' rollers and other equipment after Benny died and they sure know how to use it; and their price was lower than some of the other woodgrainers that I checked with. If you need professional woodgraining done, these guys are good!

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*Dave gunnarson*

At zazzle.com you can design your own US postage stamp. I just played with it and easily came up with the attached stamp. Unfortunately 20 stamps will end up costing about \$20, about a 60 cent premium over the \$0.37 face value of the stamp. It is tempting and there are a lot of potential ideas too!



According to the NVRG by-laws it is time again to nominate members for the Board of Directors. Please think of members who would be of benefit to our busy club. We need new blood for new ideas. Please consider accepting a nomination from the floor this meeting.



# V8 CALENDAR NVRG



## 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
- 10 Grand opening Warrenton Fauquier Airport, Air Show, Static displays – Antique cars invited  
Steve Roszel 540-788-4959
- 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: Show and Tell - 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 McNinch** [OLCRFN@aol.com](mailto:OLCRFN@aol.com)
- 25 Lucketts Antique Auto Show, Lucketts Community Center , Rt 15
- 28- 30 Fall Carlisle
- 29 12<sup>th</sup> Annual Antique Auto Show, Northern Neck Region AACA, Warsaw, VA Jerry Hill 804-438-5450

## 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
- 22-24 **Annual Lebkicker Tour - Shenandoah Valley is the locale! Stay tuned for details – mark the calendar.**

## November

- 8 **Membership Meeting** (Since it is election day, the Hunter House will be a ballot place so we will go to our alternate location at the Clarke House in Annandale)



Our program, September 13<sup>th</sup>, will be a variation of this 1936 *Dealer Parts & Accessories* cover graphic – instead it will be:

## **SHOW 'EM & TELL 'EM**

*THIS PROGRAM IS BROUGHT BACK BY POPULAR DEMAND – SO, BRING OUT THOSE ODDS AND ENDS FOR THE MEMBERS TO LEARN ABOUT – ALWAYS A INTERESTING, ENTERTAINING NIGHT.*

Refreshments: Butch



**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: **Hank Amster** 703-753-9575  
Membership: **Jim McDaniel** 703-569-6699  
Tours: **Greg Mensinger** 703-893-5644  
Past President: **Steve Pieper** 703-860-2801

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 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**