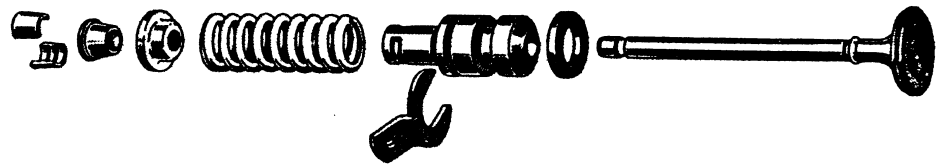




# Valve Clatter



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

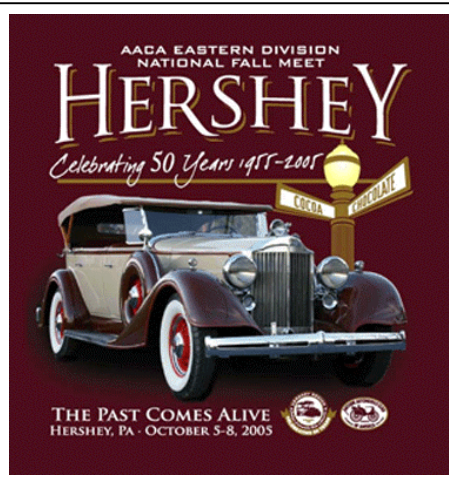
<http://clubs.hemmings.com/v-8northernvirginia/>

Volume XXVIII, No. 10

October 2005

Cliff Green, Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004



### From the AACA web site:

The Eastern Division AACA National Fall Meet takes place each year during the 1<sup>st</sup> full week in October. The Hershey Region began hosting the show in 1955 and has done so each year since then.

The meet is located in beautiful Hershey, PA on the Hershey park and Giant Center parking lots and surrounding grounds. The show is considered one of the largest antique automobile shows and flea markets in the United States.

It consists of over 9,000 flea market spaces, over 1,000 car corral spaces, and approximately 1,500 show cars. Each year the show attracts visitors from all over the United States and many countries throughout the world. Some of the most unusual cars and parts can be found at Hershey. If you love antique cars, Hershey is the place to be.

HERSHEY 1972



### NVRG INFO at Hershey

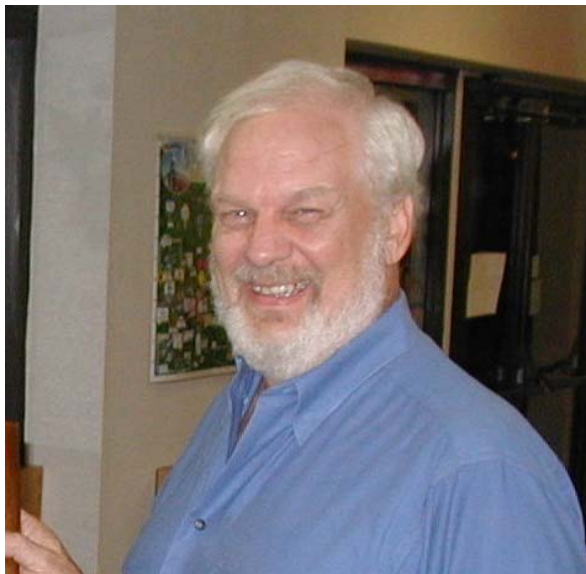
The camp site will be in the same place as in past years – behind the farm house across from the stadium, by the back stop and the spring pond. Look for the NVRG banner. Social hour 3 – 5:45

You must have a reservation with Cliff Green to eat at the Penn Hotel. The big night is Thursday where we are pushing our limit. Most eat the prime rib –

The new frequency for the walkie talkie is 5-8  
The editor's cell 703-346-1458 at the meet.

Make reservations with Dave Gunnarson if you plan on breakfast at the camp site .

Lumpkin CC-88	Crawford CP-67
Coombs C3E-31	Wheilhan CP-61
Hill CU-70	Blum C3C-25
Clem WCC-24	EFV8CA WCC-24



## UP FRONT WITH THE PRESIDENT



### October 2005

I guess fall has officially arrived because it's time for Hershey and the Lebkicker Tour. It doesn't get much better than that if you belong to the NVRG. We'll be doing our club's traditional things: moteling or camping; breakfast and happy hour at the farm; dinner at the Penn Hotel; and, yes, walking the fields until ready to drop. I'm especially excited because my son, **Derek**, will be joining me at Hershey. I've talked about Hershey for years and shown him enough pictures that he decided to see for himself what the excitement is all about. He'll be looking for parts for his '35 Ford Phaeton. Should be a lot of fun to see Hershey through the eyes of a rookie. Bring your walkie-talkie and use the new club frequency, 5-8 (that's a corrupted way of saying V-8, if you mix the Roman and Arabic numerals).

The other big event for October is the Lebkicker Tour. **Don Lombard** has planned a really nice tour, as usual. It will be primarily in the Staunton area and features a lot of new sights. Be sure to make your hotel reservation and give Don a call to let him know how many are coming. You'll see more details on this elsewhere in the newsletter. And don't forget to cast your vote for the Lebkicker Award. Contact **Hank Dubois** by Oct. 11 to do this. Also, if you have any interest in serving on the NVRG Board, contact a Board member by Oct. 11 and let them know. There is always room for someone interested in helping out.

**Ken Burns** has collected many photos for the club calendar and, with his committee, is getting ready to make final selections. If you have a favorite photo for possible use in the calendar, you'd better get it to him quick. Also, **Dave Gunnarson** is putting the final touches on the club directory. The Board saw a copy of the current draft and was very complimentary about it. I understand he may have a copy of the directory at Hershey so you might be able to make a few comments/edits if you see him there.

We've got a good program for this month as well. **Eric Sumner** and **Chad Coombs** have arranged for a presentation by a very knowledgeable friend of Chad's, who is visiting from the UK and will share information about the antique car scene in the UK. Please note, however, that we will not be meeting at our regular place. Instead **we will meet at the Unitarian Universalist Congregation of Fairfax on Hunter Mill Rd in Oakton**. Take a look at the directions on p. 8. You won't want to miss this program.

Finally, some big news! The Board has unanimously voted to pursue a bid to host the Eastern National Meet in 2007. **Cliff Green** and **Hank Dubois** have done yeoman's work in researching possible venues and visiting hotels and interviewing hotel staff. They have come up with several good candidates. At this point, the major problem is to come up with a place for the trailers so if you any ideas about this, contact Cliff or Hank. Otherwise, stay tuned because you'll be hearing more as plans develop.,

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

# 11<sup>TH</sup> ANNUAL LEBKICKER TOUR

*The Shenandoah Valley Foliage and Heritage Combine to lead us to Staunton, VA where History meets the Future.*

Founded in 1747, Staunton, Virginia is in the heart of the scenic and historic Shenandoah Valley and has preserved its collection of fine old homes and buildings in every style from Queen Anne to Colonial Revival. Join us in our 3-day, 2-night visit to explore the culture of the valley as well as visit with old and new friends. [October 21-23, 2005](#)

## Friday, Oct 21

- **9:00 am** Depart Fair Oaks Mall – from the usual place.
- **11:30 am** Edinburg, VA – Lunch at **Steve Pieper's** new garage- "Motion Promotion". **\$8/person**
- **01:00 pm** Depart
- **03:00 pm** Arrive Staunton at the **Sunspots Studios & Glassblowing** shop for a live demonstration. Beautiful art glass and copper gifts are made on site.
- **04:30 pm** Motel Check-in. **Best Western Staunton Inn, 92 Rowe Road, \$75. incl tax. Cont Bkfst and in-room Micro & Refrig, reserved parking for our cars. Rooms have been blocked until Oct 10. Call your reservation in: 1-540-885-1112. Mention Northern Virginia Ford Club.**
- **6:30 pm** Dinner at **Texas Steak House**: walking distance from motel.

## Saturday, Oct 22

- **08:45 am** Depart motel for **Springer Industries** tour. Millard Springer, a long time Model A Club member, former Fairfax County resident, skilled machinist, and general all-around nice guy, started manufacturing his own brake drums, water pumps, carburetors and various other Model A parts due to dissatisfaction with the then currently available stock. His items are identical in every respect to original stock and are highly sought after by his fellow Model A experts. Millard has graciously agreed to show us his facility and operation.
- **11:00 am** Actor-led Show-Tour of the **Blackfriars Playhouse** blend lecture and performance in an educational and entertaining look at the theatre of Shakespeare's day. One hour, **\$4 group rate**
- **12:30 pm** Catered picnic at the home of **Von and Patricia Hardesty \$10/p (might be less).**
- **03:00 pm** Guided tour of the **Frontier Culture Museum**. A living history site and an educational agency of the Commonwealth of Virginia. The Museum features four historic, reconstructed working farms from Germany, Northern Ireland, England, and Botetourt County, Virginia, and a working 18th century blacksmith forge from Northern Ireland. The farms represent the daily lives and agricultural heritage of the peoples who came to the new world and formed a unique American culture. **\$8.50/p**
- **07:00 pm** Award presentation banquet. **The Pullman Restaurant (approx \$25)**

## Sunday, Oct 23

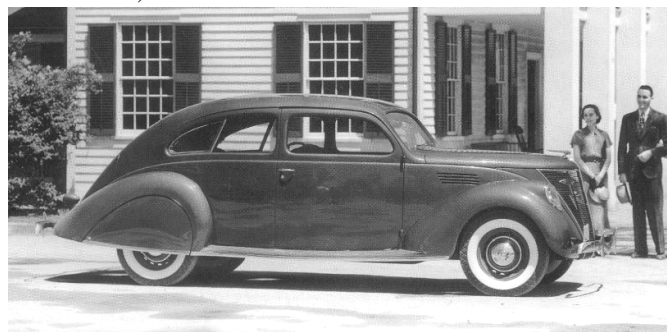
- **09:00 am** Tour former Ford Dealership now used as storage and sales facility for antique and classic automobiles. This facility is typical of the old time-in town dealerships with a working automobile elevator to move vehicles from one floor to another. Interesting!
- **10:00 am** Motel checkout. **Homeward bound !**
- **Lunch Stop in Luray, VA**

**We need a firm head count in order to place orders for meals, selections, and group rates. Contact Don Lombard : 703-690-7971, or [don.lombard@verizon.net](mailto:don.lombard@verizon.net)**

### Part 3: The Style Leader

John Sweet

*In part 2 we learned that by the early 1930's sales of the big model Lincoln had sunk to record lows. In order to keep the Lincoln name alive, and to increase a steadily shrinking market share, Edsel Ford, president of Lincoln, turned to Briggs manufacturing and a young designer John Tjaarda. With Tjaarda's revolutionary ideas providing the basic design and Ford designer Bob Gregory's adding tasteful, elegant styling touches that would appeal to the public, the Lincoln-Zephyr was introduced to the public on November 2, 1935.*



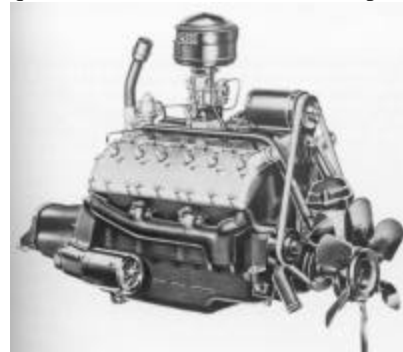
By 1937 it was readily apparent that the Lincoln-Zephyr was a great sales success. In contrast, Lincoln K models were steadily dropping. Whereas first and second year sales of the Zephyr totaled over 45,500 units, sales of the big K's barely topped 2500 cars for the combined years of 1936 and 1937. While some of this precipitous drop is directly attributable to the K's price; three and half to six times the price of the basic Zephyr Coupe-Sedan; another more significant reason can be seen in the change of the American culture by the mid to late 1930's.

While it is rightly said that the client base of the K Lincoln had shrunk dramatically, other factors came into play as well. First and foremost was that the automobile had come of age. Cars like the Ford V-8 spelled the end for custom-bodied limited production cars like the K model Lincolns. A car owner no longer needed to be rich enough to afford the services of a chauffeur or mechanic to maintain a car. In the past, vast differences in engineering superiority justified the huge prices of these cars. But as time went by, the engineering differences between a "basic" automobile and an expensive custom-made machine were steadily dwindling. Simply put, the hefty price was no longer an indicator of advanced engineering. Henry's V-8 Ford could be driven many miles with no worry of mechanical failure, and best of all, it was at a price that was affordable. The difference was now a matter of refinement of interior and exterior appointments. This is what made the Zephyr a success. The public loved the modern streamlined style of the Zephyr. This streamlined style, coupled with richly appointed interiors, and a solidness of an all steel unitized frame offered an outstanding value in the competitive medium priced field.

The other feature that marked the Lincoln-Zephyr apart from its competition was its engine; a V-12. Early in the

Zephyr's development, there had been an idea of using a modified Ford V-8. It was decided rather quickly however, because this automobile was to help represent the Lincoln name, a V-12 would be required to help the new car maintain its historical links to the past. It was a link however, that was in name only. Despite being a V-12, the new "H" series engine shared more with its V-8 cousin than it did with the Lincoln K series V-12.

Designed by Frank Johnson, the HV-12, as it became known, was based on the manufacturing economy of the Ford V-8. Like the V-8, the L head 75 ° HV-12 was cast enbloc, and true to its V-8 heritage, suffered the same foibles. With the exhaust ports positioned between the cylinders, the HV-12 suffered the same overheating problems as the V-8 as well as insufficient crankcase ventilation. Despite its shortcomings, the HV-12 provided a suitable power plant for the Zephyr, and for its first and second owners offered good economy, good performance and V-12 prestige. In later models, silent hydraulic valve lifters were featured, making the HV-12 quieter than ever if the oil was kept changed.



That was the key to a reliable HV-12: the strict adherence to the maintenance schedule, plus high rev's. With a feeling that its low speed torque could handle anything and a lack of proper crankcase ventilation, city

driving in high gear proved to be an engine killer, producing sludge in copious amounts. If the oil was not routinely changed, trouble was not far to follow. Fortunately for Lincoln however, the HV-12's problem usually surfaced with successive owners, and not with the first. Despite the lack of proper development with its motor, the Zephyr was a style winner. Its good looks and HV-12 power made the industry turn its head. The 1937 Model HB was a more refined version of the '36 model. Subtle style changes, more chrome, and basic refinements to the body and to the interior gave the Lincoln its best sales year ever with over 30,000 cars sold. The most notable change was to the grill, with the addition of 5 pairs of bright metal bars used to accent the Zephyr's greek-prowed grill. The biggest change was with the interior: a new dashboard with dual glove boxes and plusher seating. Another change enjoyed by everyone who used the trunk was a swing away spare tire carrier that allowed access from the trunk lid. Like the '36 model the car road on 7.00 x16 inch tires with white sidewalls optional at extra cost. Other options included radio, heater, spyder hubcaps, and the Columbia two-speed rear axle, to name a few. More body styles were made available. These were the model 700 Coupe-Sedan; model 720 3-Window Coupe (new for '37), model 730 Four-Door Sedan, and the Model 737 Town-Limousine (also new for '37) (Continued next page)

The Zephyr became the undisputed style leader in 1938. The model 86H featured a new swoopy look with a lowered horizontal grill hidden running boards! The Grill design blew the competition away. Interestingly enough, the new grill was less a style exercise than an engineering exercise in practicality. Troubled by the continuing issues of overheating; the narrow V'd grill of the 36-37 models simply couldn't get enough cool air across the radiator; engineer Frank Johnson asked Bob Gregorie if he could do anything to increase the airflow Gregorie's simple solution was to place a wide grill opening down low to maximized the airflow pulled in by the low placed fan. Harley Earle had GM copy the new look the following year and guess what! The 39 Buick had cooling issues! Column shift was coming in vogue in that year, and other manufactures had them, but because of the transmission design, column shift was not an option for Lincoln. Instead they came up with a floor-mounted lever that was hidden behind the console. It worked very nicely. With the Zephyr so popular, even more body styles were made available. These included the model 700 Coupe-Sedan, model 720 3-Window Coupe, model 730 Four-Door Sedan, and the model 737 Town-Limousine, Two new convertible models were also released, the model 740 Convertible Sedan, and the model 760 Convertible Coupe. Options remained about the same as in '37.



The 1939 Lincoln-Zephyr, model 96H was a study in refinement. The grill was now vertical and the hood came to more of a point. The biggest news for '39's was Hydraulic Brakes and the introduction of the custom interior. Despite being long overdue, Lincoln's hydraulic brakes were well designed and could stop the big car with ease. On The other big news for '39 was the introduction of custom but introduced color-coordinated interiors. With a cost \$100.00 more, the Zephyr's custom interior elevated these cars to a higher standard. Gone were the taupe interiors of the earlier cars, vivid blues, penetrating maroons, dramatic greens to name a few became the harbinger of things to come. As for the K models, the end was near throughout the 1930's the production of the K models steadily declined. By 1939, with a production number of only 224 cars, the K model no longer made economic sense, and it became a memory. The Lincoln-Zephyr was about to assume a bigger role the Lincoln line up, but in a different and more stunning way because 1939 also saw the birth of a new model. The Lincoln Zephyr Continental Cabriolet.

**Next month: Part 4: The end of the Zephyr and the rise of the Continental**

## SEPTEMBER MEETING – “Show & Tell”



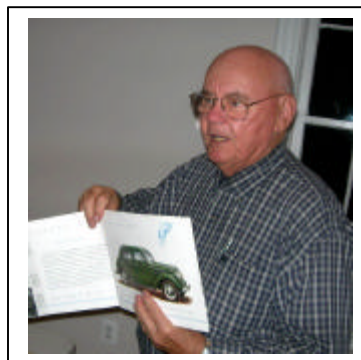
Eric Sumner tells about Walker Oil Filters that remove water from your oil. Poster will become garage “Art”. Found on Ebay.



Dave Gunnarson shows the difference between a big truck transmission cluster and a passenger car cluster. All truck parts are BIG.



Hank DuBois shows a '35 dash “water fall” with the radio inserted into the ashtray hole. In his other hand is the accessory ashtray that goes underneath it.



Chad Coombs show us a brochure of a post war Ford Pilot that used the flathead engine.



## FOR THE LADIES

### “HONEYMOON WAGON”

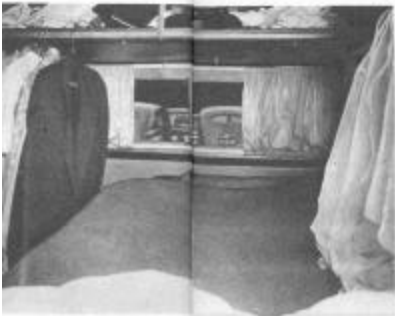
by Russell Rosene (*Edited*) Thanks Hank Dubois  
From the August 1947 *FORD TIMES*



Even an adventurous soul like myself can grow weary of leaning over the port rail, watching the wartime pageant of shipping across the seven seas and he far-flung

Allied ports- especially when his fiancée waits ashore. "Let's do our voyaging on land" I used to tell her. "All we need is a station wagon for that". Six months after the Japs quit, we were married, and two week later we got our station wagon. I knew just what I had to do to convert it into a camp car; the details had resolved themselves out of Mediterranean moonlight, New Guinea coral, and the silt of the Yangtze.

We were lucky; we found a slightly used 1942 Ford station wagon in Hollywood for \$185 plus my V-8 convertible. Into the garage went the two rear seats and into our laps went the problem of making livable and comfortable a space hardly more than six feet long and four feet in the other two dimensions. We did it, inspite of the variegated advice we were showered with; it seems everyone we knew had his own pet approach to the problem We finally decided on a bed 20 inches high, and a mere 39 inches in width, for the sake of ample free space along the side which



has been paying dividends ever since. The mail order catalog offered precisely what we wanted complete with mattress if \$18.68, sales tax included.

Inexperienced, I went to work on interior shelves and some leg extensions to level up the end of the bed where the floor is lower, and Nita started on the curtains. With wooden inserts in the tubular metal bed legs, I could raise it to the desire height, and though this resulted in a decidedly fragile appearance, it cheerfully stands all the weight.

The shelves were an innovation inspired by a fondness for capacity and accessibility. There is a space in station wagons above the front seat up near the roof, and after conversion to a camp car there is top space by the back window. It was there I made shelves and were pleasantly

surprised to see how much paraphernalia they could absorb, all of it readily within reach.

The proper place for a permanent bed, we said, was at the left side, leaving us the right rear door for all normal entrance and exit to our living quarters in the interest of safety. Our bed was just long enough to fit snugly between seat and tailgate, so to avoid wear and tear on the leather backing of the driver's seat, I suspended a sheet of plywood in between.

Having bought sufficient inexpensive cotton material in a pretty green color for \$2.53, Nita fashioned draw curtains for the entire rear compartment, to slide on attractive white metal rods.. We also screwed in a number of plastic clothes hooks, a towel rack, and a inside thermometer.

So, with a song in our hearts, we honeymooned up and down California, across the snowy Nevada deserts, into the snowier Yellowstone, and to the rainy green east. Ours was the carefree gypsy life; home was wherever night overtook us and our front yard stretched to the horizons that forever lay ahead. We ate hot meals by the roadside, we washed cloths in campgrounds, we bathed in rivers and hot springs. We carried our water in a waterbags hanging on the tailgate, and even when icicles formed beneath, as they did at Lake Tahoe, we were sung and warm and comfortable without the need of a heater.

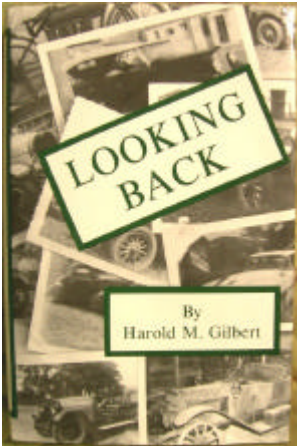
We were, however not prepared for anything as a once-in-a-lifetime hailstorm left daylight staring through the tattered canvas roofing. A new roof and an emergency tarpaulin became our future hailstorm insurance. We fought the battle of the mosquitoes, and lost. Our reply was a small tent of mosquito netting attached to the insides of the wagon.

Only one hazard yet remains. We can't take a trip without finding our "Stagon" besieged by curious onlookers when we park. Invariably some says approvingly, "looks like you've solved the housing problem there." Or "Can you really live in it? And just as invariably our answer s "yep."



## BOOK REPORT- "LOOKING BACK"

by Harold M. Gilbert \_\_Editor



Harold Gilbert was born in 1921 in Western NY where he lived all his life. He published this book in 1990 when he was 69 to record all his memories about old cars. He became very interested in antique cars in 1949 and developed a mechanical ability to repair and restore them. The book is a rambling account, interspersed with many photos, of his adventures finding pre-1920 vehicles in their original environments. In later years he

would buy most any interesting car and "flip it".

As soon as he become know in the community as "into old cars", everyone would provide him with leads of prospects nearby. It is a fascinating account of finding prime, low mileage vehicles, literally in his own back yard. Stories of the ones he found and the ones that "got away" and the ones that he should have never let go.

His wife was a huge supporter of his hobby. They would cruise around on weekends in the surrounding country side looking for cars and searching leads, buying amazing old (1904-1920) touring cars in original condition for \$20-30. He was not interested in closed cars. He started collecting and then selling. Gilbert soon discovered treasure troves of NOS car parts that he could not pass up. He stumbled on rare original motorcycles for \$20 and could not pass these up either. He mostly advertised in Hemmings and the AACA magazine.

*In 1953 he attended the Fall Meet of the AACA which was held in Devon, Pa. The following year it was moved to Hershey and he displayed a 1912 Warren Detroit touring. "I brought along a few goodies and sold them from my car trunk nearby. I believe that my friend Walt and I were undoubtedly the first originals that sold any parts in 1954. In 1955 we brought more in out trunks as again each of us had our own cars and we sold on the end of the stadium. In 1956 and '57 we got brave and set up some things by the stadium entrance. They were always brass age parts as it was the main interest then." In 1958 the AACA recognized a need for them and allowed all SIX vendors inside the stadium and charged them \$2.*

His favorite car was a 1935 standard Chevy two door sedan, which he drove 190,000 miles from 1941-1951. He was 4F because of a previous cancer episode. He describes how the Chevy would always out drag a Ford because the 6 developed its 85 HP at a much lower RPM. Of course the Ford would go blazing by after the race was won.

Gilbert sought and found a 1935 Chevy phaeton, which he restored to replace the two door. He drove it with his family to many meets. He relates an accident where he and his family were severely injured by a car that ran a stop sign. This account has prompted me to install seatbelts in my phaeton.

"Looking Back", 398 pages long, is very light reading in short story form and would be appreciated by any old car buff. Unfortunately it is not available at the Fairfax County Library or on Amazon. Bill Selley bought it from the author at Hershey and is willing to loan it out.

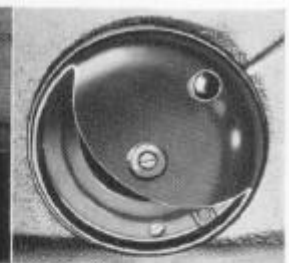
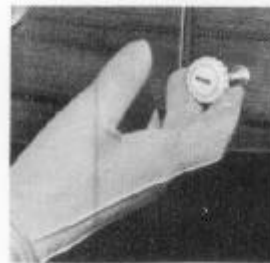
### Memorabilia



Souvenir 1934 spoon with Ford Rotunda sold on Ebay

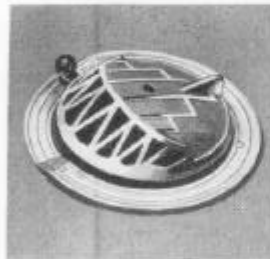
### APPROVED 1938 FORD ACCESSORIES

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



FORD HEATER—Convenient controls on instrument panel—adjustable directed flow outlet in front compartment, with blower. (\$11.50 without blower)

\$16.00



REAR COMPARTMENT HEATER—Adjustable outlet. \$4.50 (extra)

CONCEALED DEFROSTER—With separate control. \$3.00 (extra)



DE LUXE STEERING WHEEL—New attractive design. \$7.50

LICENSE PLATE FRAMES—Dress up a fine car. (per set) \$1.50

## BACK PAGE PICTURE

Email from Allen Ponton: I guess I need to tell you I found a real nice 34 roadster. The car is about 90% original. It had a repaint in the early 70s. It was painted in the old nitro laquer. The paint on the floor pans and firewall is original. It has a Columbia two speed, radio, duel temp. Gauge original dogs and fogs lights. The paint has some checking on it in a few places, but it gives the car great pantia. The only problem I have is, do I totally restore or drive as is? It would be a piece of cake to restore, but on the other hand I can drive it now. After all these years of restoration work, to me it looks darn good as it is, and lot less work !!!!!



### **Fred Janezic**

7213 Ivakota Road  
Clifton, VA 20124  
703-830-3673  
1940 Ford Tudor

## SELL/WANT

There has come available a 30' x 40' metal building for rent on Rt. 50 in Aldie near where I have my cars stored. It belongs to the brother of the woman I have rented from. He probably wants about \$600/mo but it has electricity, cement floor, work bench, and will likely hold 6 cars. If anyone (or several people) have interest they can contact: Don Lombard

WANTED: 1939 or 1940 Ford convertible, prefer complete "driver", but will consider project car. Will also consider other pre-WWII open car. Please email details, price and pix to [arts40@shentel.net](mailto:arts40@shentel.net).

FOR SALE: '56 Dodge Custom Royal, crunchy cosmetics, Cheap. Jerry Lunt 540-955-5697

## BOOK SIGNING – Ken Gross



I'm going to do a Hot Rod Milestones book signing from 1-3PM, on Saturday, November 12th, at Final Draft Booksellers, 192 North 21st St., Purcellville, VA 20132.

(540-338-8238) [www.finaldraftbooks.com](http://www.finaldraftbooks.com)

I'll have a few of my cars there, weather permitting, and I'll be pleased to sign copies for anyone who wants one. We've nearly sold out the first print run (OK, it wasn't that big a run), and people tell me they have enjoyed the book. One of our customers in California was a certain comedian

## OCTOBER MEETING PLACE CHANGED

### DIRECTIONS:

If coming from 66, exit onto exit 60 and head towards Oakton/Vienna on Rt. 123. From this exit go 4 stop lights to Hunter Mill Road, turn left onto Hunter Mill Road and proceed approximately 1 mile to 2705/9 Hunter Mill Road on the right. This is the first driveway past the Church of the Latter Day Saints.

If coming from the north on Hunter Mill Road, the church is 3.5 miles from the Toll Road. It is the first driveway on the left past Hickory Ridge Drive. If you see the Church of the Latter Day Saints you've gone too far. Turn around and go back to the first driveway after this church. There is a sign at the entrance - Unitarian Universalist Congregation of Fairfax. You will not see the sanctuary from the street, just parking lot. There are signs directing to the various buildings at the sidewalk entrances. The sanctuary is the first building on the right.

## MEMBERSHIP DIRECTORY

The NVRG Membership Directory is in the final stages of preparation. This will be a booklet that will include all current NVRG member names, addresses and phone numbers and photos of people and cars where possible. The goal is to have it ready for distribution in late October. I have a printed draft that I will bring to Hershey and the next NVRG meeting if you want to see what it will look like and make sure your information is correct. If you want to have your photo or a photo(s) of your car included, please send it to me. The booklet will be printed in black and white to save costs, but a CD for making a color copy on your own will be available.

One additional feature, that should be of benefit to everyone, is a listing of vendors and suppliers with which you have had successful dealings. The intent is to provide a list of vendors or suppliers that you feel could be recommended to others in the club by you so that others can contact you for more details. Some topic areas to consider: engine rebuilding, sandblasting, radiator repair, painting, tires, generator/starter rebuilding, plating, upholstery, spring repair, machine shop services. The list is endless, so think back to the folks that provided good service and share it with the rest of the club. It will only be as good as the input you provide. If you want to contribute to this effort, please forward me the information before October 15th and it will get included in the directory. You can provide input to this project to me any way that is best for you - email, phone, in person. Dave Gunnarson

## NVRG CALENDAR

This is last call to submit a photo/s of your cherished V-8 for consideration for inclusion in our first-ever NVRG calendar. Landscape orientation works best but I can crop and rotate portrait for you. I'd like a wide variety of shots - exterior, interior, engine compartment, various seasons, single car, multiple car, group shots from our various tours and events, etc. Ken Burns





# V8 CALENDAR NVRG



## 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: Speaker Colin Spong,, car collector, UK Refreshments: Cliff Green
- 15 Rockville Antique & Classic Car Show, Rockville Civic Center
- 22-24 **Annual Lebkicker Tour - Shenandoah Valley is the locale! See flyer this issue**

## 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) Program: Hershey images Refreshments: John Sweet
- 12 Ken Gross book signing - Book sellers, 192 N 21<sup>st</sup> St. Purcellville, VA 1-3pm

## December

- 3 Annual NVRG Holiday Gala, Country Club of Fairfax
- There is no membership meeting or Board of Directors meeting in December.

### OCTOBER MEETING PROGRAM

*Note new location for this meeting only:  
Unitarian Universalist Congregation – see page 8*



My long time friend, **Colin Spong**, is again coming over from the UK for Hershey, along with his brother, Adrian, and friends John Milburn and John Went . I have invited them to the October 11 meeting.

Colin has been active in old FOMOCO products all his life. He owns a long time family 1937 Lincoln Zephyr sedan, a 1937 LZ 3-window coupe, both exquisitely restored, Colin currently has a rust free 1938 Lincoln Zephyr convertible coupe inder restoration.He and Adrian have recently finished the restoration of a diferent 1938 Zephyr convertible coupe for a good friend and customer. This restoration is incredible, considering the derelict starting condition of the car. It will get a lot of coverage in the old car press, as has Colin's own Zephyrs. You have likely seen Colin's cars in many books and articles over time. He also has a 1924 Model TT truck, a 1926 Whippet Tourer, a 1938 Willys sedan, a 1916 Indian racing motorcycle and a 1917 Triumph motorcycle, all beautifully restored. He is active as Foreign Correspondant in the Lincoln Zephyr Owner's Club, Same for the Lincoln Motor Car Foundation.

Of late, he has been buying right hand drive cars from South Africa for resale. A 1933 Ford V8 Phaeton, several 1932 Ford V8s and a 1934 Chrysler Imperial, a 1935 Auburn Eight and many others have passed through his hands. He currently has a very nice 1934 Ford Cabriolet and a 1951 Ford V8 Pilot on hand, with the prospect of a V8 Pilot wooden wagon in the works. He has recently sold several other Pilots. The Ford V8 Pilot is not well known to US Ford V8 enthusiasts and is enjoying renewed popularity in England. I asked him to also show photos of his "lock up" garages, which is where many enthusiasts store and work on cars in the crowded UK and Europe.

Colin has agreed to show slides of his cars and talk briefly. He is a good speaker with good people skills.

*Chad Coombs*



**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**

**ATTENTION**

Our usual meeting place at the Hunter House had been taken by the County for the October & November meeting. The

October meeting will be held at the  
**UNITARIAN UNIVESALIST  
CONGREGATION OF FAIRFAX** on  
Hunter Mill Rd, Vienna at 7:30.

See directions on page 8.

**SEE YOU THERE**



**FIRST CLASS MAIL**

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