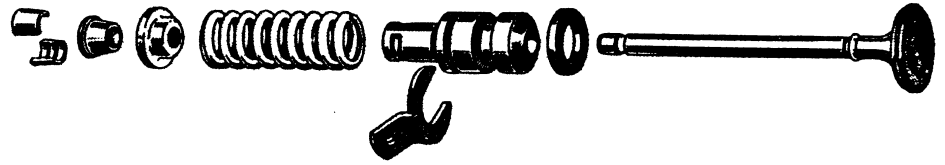




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

Volume XXVIII, No. 12

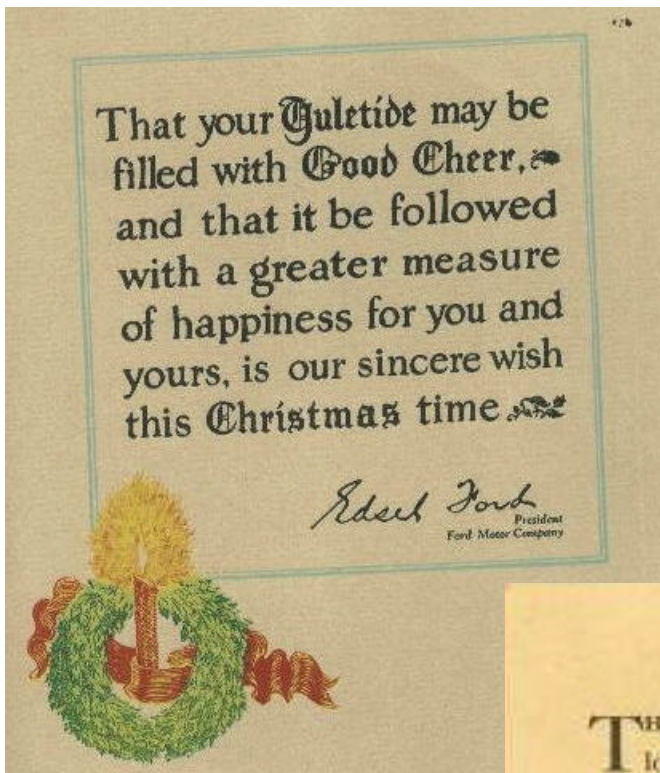
December 2005

Cliff Green, Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004

e5

HAPPY HOLIDAYS FROM THE BOD



Three examples of Christmas cards from Ford:

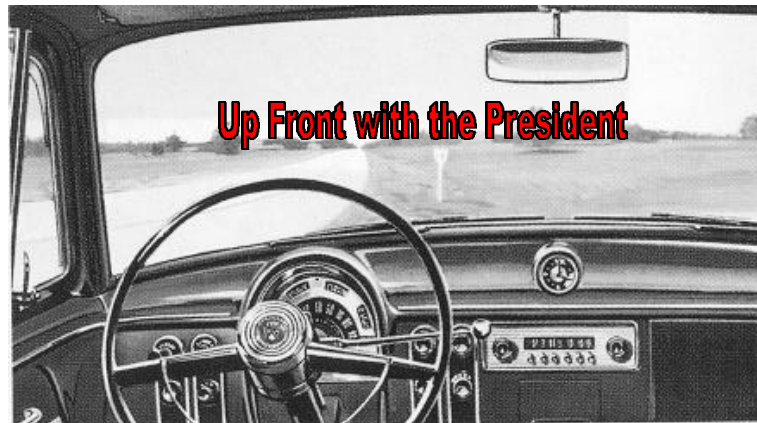
The one above signed by Edsel probably was sent to all the dealers. The one from Horn-Williams (does anyone know where that is?) went out from the parts department and the Courtesy Card was supplied by Branch office for distribution.

Ford V-8 Courtesy Card

THE MEMBERS OF THIS HOUSEHOLD are invited to call on the local Ford Dealer to see the new 1940 Line of Ford V-8 Cars and Trucks. They are the best we have ever built. To really know how beautiful, large, comfortable and easy to drive they are, you should RIDE IN THEM. Simply present this card to your local Ford Dealer and he will be glad indeed to demonstrate them. The CARS will tell you what WORDS CANNOT!

And we wish you a very Merry Christmas and a Happy and Prosperous New Year!

FORD MOTOR COMPANY
DEARBORN, MICHIGAN



December 2005

If you missed the Holiday Banquet, you really missed a fantastic event. The venue, the Country Club of Fairfax, arranged by **Cliff** and **Sandra Green**, can't be beat. For Patty and me, this event really jump-starts the holiday season. It's always interesting to see club members in a non-car-related setting. Some of the NVRG member clean up pretty good! Judging from how difficult it was to get folks to quiet down to even begin the banquet, I'd have to guess there were some pretty enjoyable conversations going on.

Hank Amster is stepping aside as long-time Treasurer of the NVRG (but will be the treasurer of the 2007 Eastern Meet). Hank has been Treasurer of NVRG long enough that he has often been referred to as "Treasurer for Life." He has performed exceptional service for the club and has been the soul of fiscal integrity for the club. We will miss his steady hand guiding the club's finances. We don't normally give plaques to honor a board member's service but Hank's service deserves some formal acknowledgement and we honored him with a plaque at the Holiday Banquet.



In this past month, the NVRG has been busier than ever. **Dave Gunnarson** completed the club directory and has almost finished distributing it to members who've renewed. (You've all renewed by now, haven't you?) The directory is a really handy booklet and many members have told me how much they've used it already. The idea for a directory came from **Steve Pieper** and, after a suitable gestation period, Dave really took off with the project and got it done. Not only is it very useful but the execution is high quality!

Ken Burns recently completed a NVRG calendar featuring club members' cars. This, too, is a high quality product. It's especially well done with respect to getting photos that match the seasons and having good representation of a variety of car years and body styles---not an easy task. We had 75 calendars printed and they're already gone or spoken for. I guess we underestimated the demand. Keep taking those car pictures because I'd bet we'll have another calendar next year.

Finally, our bid to host the Eastern National Meet for 2007 had been accepted! Now the fun begins. **Cliff Green** and **Hank Dubois**, the Meet Co-Chairs, have been active finalizing hotels and lining up chairs for the various meet functions. Cliff is also working hard to come up with a good logo for the meet. **Hank Amster** filed papers to form a corporation to assist in running the event and **Dave Gunnarson** has secured a website name. We're off to a good start on the meet so be thinking in ways you can help out.

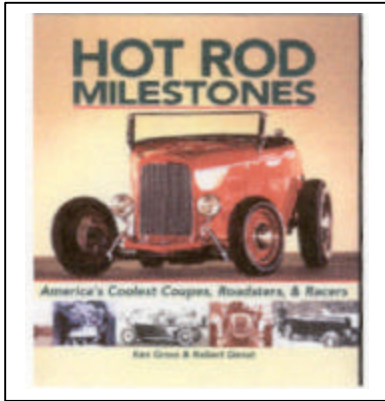
For the upcoming year, the NVRG Board is undergoing a few changes. These include **Greg Mensinger** becoming treasurer and **Hank Dubois** becoming Tour Chair. We still have room on the Board for someone to assist on organizing tours. Let us know if you are interested.

Best wishes for a Great Holiday Season and a Happy New Year V8ing,
JOHN

Book Review – “Hot Rod Milestones” by Ken

Gross & Robert Genat

Hank Dubois



At our June 2004 membership meeting, member Ken Gross, well-known automotive writer and historian, treated us to a great program on hot rod history, a subject that holds a special fascination for him. During that program, Ken showed slides of some historic hot

rods and, in so doing, gave us a sneak preview of his latest book, “Hot Rod Milestones”. This book, written by Ken with photo work by ace hot rod photographer Robert Genat, showcases 25 hot rods built during the period starting just before WWII and ending around 1960, a time that has been called “the golden age of hot rodding”. During that period, the sport of hot rodding developed and grew into a national phenomenon. The cars selected by Ken for the book had design, construction and, very often, performance characteristics that heavily influenced the sport during that period. That influence has continued up to the present and is especially evident in the current resurgence of interest in traditional hot rods. And, the best thing about these cars is that they all currently exist either in their original and well-preserved condition (a couple) or they have been carefully and accurately restored to the period. Five of these cars are still owned by the men (or son) who built them, seven are on display at the Petersen Museum in Los Angeles, and the rest are in private collections. I was fortunate enough to visit the Petersen Museum last winter and was thrilled to see the historic hot rods on display there as well as the period correct recreation of the old Bell Auto Parts Speed Shop.

“Hot Rod Milestones” contains 192 pages and measures 10 1/4” x 10 3/8”, a format which permits the inclusion of hundreds of vintage and current photographs. These photos help to chronicle the history of the cars presented as well as to show them as they exist today in beautiful color and detail. Ken gives the reader a detailed history of each car starting with its construction and race and/or show competition by the original owner, continuing through subsequent ownership(s) and “update(s)”, and culminating in its rediscovery and restoration by the current owner. Each of these historical “trips” is a real treat. Because Ken has gotten to know the people involved, he is able to provide the reader with the kind of information about the cars, the people, and the circumstances surrounding them that is usually missing in hot rod books and magazines. And, Ken’s attention to technical details makes reading this book particularly satisfying to car guys and gals especially those who appreciate traditional hot rods. By filling in many of the technical gaps and correcting many of the technical errors found in previously published material, Ken

has written not only a historically accurate and complete accounting of these cars but has created a valuable hot rod technical reference as well.

In the ‘40’s and ‘50’s, many hot rodders considered the ‘32 Ford roadster the quintessential hot rod. The same holds true today. It’s not surprising then that 11 of the cars in “Hot Rod Milestones” are ‘32 roadsters. The other 14 cars are all Fords as well and range from ‘24 – ‘27 T roadsters to ‘34 3-window coupes. In all, 20 of the cars featured are roadsters while 5 are coupes. If you like traditional hot rods, you’re sure to find some favorites in this book. One of mine is the Pete Henderson ‘32 roadster, the car that beat the quarter horse in a 50-yard match race in 1944. You’ll remember that story if you were at the June 2004 membership meeting. My least favorite is Ed Roth’s non-traditional fiberglass “Outlaw T” which set the trend for the myriad of fiberglass fad T’s that followed it and which continues to this day. Ken writes that he hated the car when it first appeared but came to accept it for its unique style, its quality craftsmanship, and the fact that it established a significant and long-term trend in hot rodding which, of course, is the reason for its inclusion in the book. I still don’t like it but then I’m a traditionalist!

If you have any interest in hot rods (either as an enthusiast or from an automotive history perspective) or, if someone on your shopping list does, you will want this fine book. The cover price is \$39.95 and worth it. If you want an autographed copy, check with Ken as he may have a few copies on hand.



1938 Ford Radio adds pleasure to motoring

FORD APPROVED RADIO

List Price **\$45.00** Including Antenna

(Price subject to change without notice)



ANTENNA “UP”
For distant stations.



ANTENNA CONTROL KNOB
For adjusting antenna up or down
as driver wishes.



ANTENNA “DOWN”
For local stations.



ILLUMINATED DIAL
Easy to read night or day convenient
control knob.

23

Fords in the Soviet Union *by Von Hardesty*



1932-36



1936-41



1936-46

One of the more shadowy episodes in the history of the Ford Motor Company was the licensing agreement signed with the Soviet Union in 1929. This milestone compact was negotiated by Amtorg, the Moscow-based trading company set by the communist regime to seek out western technology. Henry Ford's trucks and tractors, in fact, had been imported throughout the 1920s, even at a time when there were no formal diplomatic ties between the United States and the Soviet Union. By the decade of the 1930s, however, Stalin was ready to launch his own automotive industry. To achieve this ambitious goal, he turned to the Ford Motor Company.

Russian interest in Henry Ford even predated the 1917 Revolution, when a small stream of Model T reached the miniscule Russian auto market. Once in power, the Bolsheviks took a keen interest in Henry Ford, a man they viewed as a genius and industrial pioneer. For them, Ford was at the cutting edge of modernity, even if he was a pillar of American capitalism. Communist technocrats actually visited the River Rouge plant in the mid-1920s. They marveled at the enormity and efficiency of the Ford assembly lines—for them an emerald city in the automotive world. River Rouge at that time occupied 160 acres with 93 buildings and employed over 75,000 workers. The Bolsheviks visitors studied every aspect of the Ford assembly line. They were awed at the muscular capacity of River Rouge to produce low-priced vehicles for the mass market. Ford had mastered both quantity and quality: the price of a Ford Model T had dropped from \$550 in 1913 to a modest \$290 in the late 1920s. For the new communist regime,



Henry Ford offered a model for the future.

Ford's impact on Russian automotive history has been celebrated in a recent commemorative stamp, show-casing the legendary GAZ M1—a near-carbon copy of a 1933 Ford built on the eve of World War II.

Known popularly as the "Emka," the Soviet Ford first appeared on Russian streets and highways in 1936. The acronym "GAZ" stood for "Gor'kovskyy Avtomobil'nyy Zavod" or the "Gorky Automobile Factory." The letter "M" – a model designation – referred to Foreign Minister Molotov, one of Stalin's political cronies. The GAZ M1, in fact, was a second generation of Ford-designed cars built at the Gorky plant (present-day Nizhny Novgorod): From 1929 to 1935, the huge Gorky plant, situated at the center of a new

"socialist city" of 35,000 workers, manufactured thousands of Model A cars and trucks.

Ford's collaboration with the Soviets was never easy, to say the least. Russian engineers came to River Rouge in the early 1930s, viewed by American workers as strange aliens from another world. American engineers also traveled to the Soviet hinterland, bringing with them the necessary draughts, designs, and technical assistance to get the Gorky plant into operation. At one juncture, Charles Sorenson, a close associate of Henry Ford, made a trip to Moscow, where he was greeted warmly by Stalin as "Hallo, Charlie!" There were many obstacles to overcome, not the least being the Soviet penchant for secrecy and centralized control. Yet, the odd marriage of Ford and Amtorg worked: by 1941, Ford controlled a 95 percent share of the Russian auto market, to include both trucks and passenger cars.



The GAZ M1 represented the most advanced Ford design built at the Gorky plant, although this same model had long been replaced in America by new Ford designs in the 1930s.

The GAZ M1 possessed the silhouette of the 1933 Ford, arguably one of the most beautiful pre-war Ford designs. Yet, there were key differences. The Soviet variant was a four cylinder model. The Soviets made no effort to copy or purchase the widely acclaimed Ford V 8 engine. The Soviet four cylinder engine rated 50 hp, although there is some evidence that later models sported a 78 hp power plant. Other aspects of the GAZ M1 were a three speed transmission, mechanical brakes, and a cruising speed of 100 km/hr. The interior was rather austere, but comfortable, offering for the first time a Soviet car with adjustable seats. Soviet engineers faced the problem of converting their production to the metric system, a challenge when you fashioned machine tools and stamped various components. The 1933 Ford grille also posed a problem: it was a daunting task, not to speak of the expense, to replicate the handsome 1933 or 1934 cascading vertical grille. So, they opted to design a substitute with both vertical and horizontal pieces. The Soviets also adapted the basic GAZ M1 into a light pick up truck, along with a four wheel drive variant called the GAZ 61.



GAZ 61 1941



GAZ 11 73 1938-46

The Soviets made numerous design changes and technical upgrades on the GAZ M1 passenger car first introduced in 1936.

When the famed Time-Life photographer, Margaret Bourke White, visited Russia in 1941, she was driven to the front lines in a GAZ M1. This particular car is shown on a mud-filled highway outside Moscow in her book, *Shooting the Russian War*. Stalin himself rarely rode in the Ford clone, preferring a seven passenger Zis limousine, the Soviet luxury car modeled on a Packard design. Ford's collaboration on the manufacture of the GAZ M1 set the stage for the development of a homegrown Russian auto industry, which took shape after World War II.



Stalin next to a late 1930s Zis, which in the heyday of collaboration with Ford shows a strong Lincoln design motif (subsequent Zis cars were Packard clones). This Lincoln-style car shows the influence of Ford Motor Company.

When I was in Russia this past summer, I sent some books home, via the regular post. Never a certain way to send mail, but the books did arrive in a package with some interesting stamps, including one showcasing a Russian Ford, built under license on the eve of World War II. These Ford designs were largely reserved for the Soviet elite and for governmental use. They were a familiar vehicle on Russia's uncrowded roads in those days--if always outnumbered by trucks.



The stamp, issued in 2003, shows a 1933/1934-era Ford sedan built in Soviet Russia. The Russian Ford was offered only in black, bearing the insignia of the winged red star and the initials "GAZ."

This particular Ford design was called the "GAZ-M1." The acronym "GAZ" stands for the "State Automobile Factory." In this case, the car is designated a "M-1," or "Model One." Note that the car was introduced in 1939, nearly a decade after the same Ford had reached showrooms across America.

When the Bolsheviks gained political power in October, 1917, they abolished private property ("forever," in Lenin's own words) and set about nationalizing all

industries, including transport. Prior to the revolutionary epoch, the Russians had manufactured one distinctive indigenous design, the "Russo-Baltic" car. This same firm also built Igor Sikorsky's famed four engine bomber, the Ilya Muromets, which flew in World War I. Much of the old Russian automobile community disappeared in the early years of the communist era. Sikorsky, as we know, fled to the United States, where he resumed his career as an airplane designer--later to invent a helicopter.

During the interwar years, the Soviets often worked out special licensing agreements with western capitalist firms to secure certain types of technology, in particular automobiles. Many of the early Bolshevik leaders were fascinated with Henry Ford, a man they viewed as a powerful and creative industrial pioneer. They marveled at Ford's use of assembly line techniques and his dedication to manufacturing inexpensive automobiles for the masses. In the late 1920s, they reached an agreement with Ford to manufacture trucks under license in the Soviet Union. Soon Model A type trucks of various sizes became commonplace in Bolshevik Russia.

In the late 1930s, this licensing agreement was expanded to include automobiles, which set the stage for the GAZ-M1 being built in Russia. As it turned out, the Soviets obtained under this licensing agreement one of the most beautiful Ford-designed automobiles of the pre-war period.

When the long war against Nazi Germany ended in 1945, the Soviets launched their own automobile industry. These indigenous designs survive today, but now must compete against foreign makes. This past summer Moscow's streets were packed with cars, including not only Russian Volga and Lada designs, but American, German, and Japanese cars. Today, there are Ford dealerships in Moscow and other major cities. The GAZ-M1 is a reminder of the global popularity of Ford cars in the pre-World War II era, even in distant and anti-capitalist Soviet Russia.



Here is an image that really surprises me, and I shall try to do some research on it. It shows a GAZ M1 convertible version—a real surprise!

TECH TIP - ON BENDING BRAKE LINES

Clem Clement

I hymned and hawed about changing out the brake lines on my 1939 truck. "The rust isn't too deep on the lines"; "I'm not going to drive that fast/that far:" "It is too much work." All dumb thoughts. Also the orange juice inside really isn't rusty brake fluid!

I did seek advice from other Clubbers and the Ford Barn and the correct answer always came out: If there is any doubt, change the lines. The vision of a bouncing ball and a little boy chasing it into the street in front of you is enough; by itself, to be sure your brake lines (and brake system) are good.

Having decided to change the lines out, my process began. I think I got every decision wrong after that. I'm (Continued page 6)

thinking that since the truck is old, I need to use an antique car supply house for the parts: wrong. The local parts houses have the 1/4 " line and some of the fittings. (current lines are 3/16") I'm thinking I can buy a roll of brake line, borrow a flanging tool and go to it: Wrong. The tools I could find to borrow were for single flange and the brake lines require a double flange (State law, I understand). So I buy a double flanger from Fairfax Auto and bust it on the third try. (Then did take it back). Then someone offers a good idea: go to the local store and buy preflanged lines of the right length: good idea. They come in various lengths and a union can be used to add length. Then I find in Hemmings that prebent lines can be bought from several suppliers. Too late.

The next dumbness I did was to take all the lines off the truck. My thinking was that since I was changing fluid to the silicon stuff, I did not want to get any old brake fluid mixed in with the clean lines. (This is probably a good thought, really, but I was delayed several months between removing the lines and reinstalling new lines, so some of the paths of the lines I have forgotten.) Next I assumed that since the lines were rusty, they must have been original and properly fit: wrong. Some sprung off the fitting when the end was unscrewed proving that there was tension on the line. This meant that they weren't bent properly to begin with. So after the delay of several months, I begin to install new lines and I bent the first line to match the old one, and it doesn't fit. More later of this.

Really one of the key points here is to not let time go by. Plan ahead and once started, stay with it till the job is finished. So I buy several lengths of straight line with flares and fittings. Months later I start by bending what I think is the easiest line: wrong. I used a length that would have been better used elsewhere. Layout what fits where and plan ahead!

Now I'm getting better at this. I rethought things and decided that the master cylinder was the controlling piece. I installed a rebuilt one and began running lines from it. The

line forward to the left front brake still has me wondering as it wanders past the pedals, thru the frame and around the steering column. I'll get it soon. The line under the engine, I will build in two parts and use a union in the middle. That is much easier than working the line in/under/around the cross member and frame. For the rears, I started at the wheel cylinder and built back to the wye fitting. This seems smart, although I will have one piece a bit long so I may have to build from the front. I will hump the extra line near the rear axle.

Bending the line is actually very easy. It is soft and malleable. I would recommend some study as to where the tool creates the bend. Some tools it is both sides of the pivot roller and on others it is only on one side. Getting the bends just right is another matter. I think next time I will bend the lines as I go from under the car, rather than bend it on the kitchen table and then redo it- dunno. Working on a flat surface is the easiest, tho, then make correction by hand under the car.

Anyway replacing brake lines is not a hard task unless, you wanna make it that way. After this task comes rewiring the truck- pass the medicine Cliff.

PART 4: THE END OF THE ZEPHYR AND THE RISE OF THE CONTINENTAL *John Sweet*

Part 3. It was revealed that the Lincoln-Zephyr helped Lincoln survive the turbulent '30's. Under the guiding hand of Edsel Ford and the styling of E.T. Gregorie, the Zephyr was a sales success. It offered many innovations including successful and graceful streamlining, unit-bodied construction, and, was the only car in its price field that offered affordable V-12 power. The Zephyr also became the automotive style leader with the low placed horizontal grille of the 1938 model. The Zephyr's success gave Ford an opening into the broader market than just the entry level Fords or the ultra high end K Lincoln's.

As production of the magnificent model K slowly trickled to a halt, a victim to expense, better roads, cheaper cars a changing culture, once again, thoughts of Lincoln's future were on many peoples mind. By the late 1930's the K model was old technology and was becoming increasingly dated and outmoded. With the introduction of the Zephyr, the Lincoln Motor Company weathered the early, dark days of the depression, but the Lincoln-Zephyr was not, and was never designed to be a replacement for the K series. Something else was needed, and quickly. By the end of the K model production run in 1939, a mere 223 Model K had been produced. Sales of these cars had literally evaporated, and so few were sold in the 1939 model year that the balance of production was re-designated as '40 models and sold a year later. Something else was needed, but the question was "what?"

In mid 1938, this question of "what" weighed heavily with Bob Gregorie. He had been designated Chief Stylist for Ford, the first to ever hold that position. And unlike the other car companies, the design studio was in charge of all models, from the standard Ford to the K model Lincoln. With "K" production dropping at a precipitous rate, Gregorie, as well as Edsel, wanted to see a model that

xdzwould re-invigorate Lincoln, and allow the Lincoln to remain the prestigious top of the line model under the Ford name, something the Zephyr could never do as a medium priced model. Gregorie thought about the problem and decided to come up with a design to show Edsel. As had become a standing tradition, every so often Edsel would ask Gregorie for a one-off car that would allow him to explore new concepts and design ideas. This then, coupled with Gregorie sense of the streamlined style developed as a yacht designer, would allow him the means to see beyond the obvious, and develop a new car for Lincoln. An automobile that would bridge the medium priced world of the Zephyr and the high-priced custom elegance of the model K. In doing so, Gregorie would produce an automotive design that would become timeless; and the end result would be an automobile forever linked to Edsel Ford and would become Lincoln's most enduring model: the Continental.

In the fall of that 1938, with the '39 models basically done, Gregorie started to toss ideas around in his head. His thoughts drew him to an elegant long, low-slung sports-type automobile: a car based the Lincoln-Zephyr, because of its unit-bodied construction. After a night of thinking about it, Gregorie came into work the next day, and asked his assistant, Ed Martin for some 1/10th scale drawings of the '38 Lincoln-Zephyr sedan. Over the side view of the Zephyr sedan, Gregorie placed a sheet of vellum and began to sketch out his idea in crayon. As Martin looked on, the basic form began to emerge: a long, low car, unlike anything else. It was a design punctuated with a long hood, a pushed back and lowered windshield and roofline, and a shortened rear deck. The changes were startling. The Lincoln-Zephyr, already streamlined and swoopy, was made even more so. This new design not only looked classy and elegant, but it brought the design of the Zephyr to new heights of style. Despite being based on the Zephyr chassis, this new car looked even better. The process had taken just under an hour.

As a designer, Eugene T. "Bob" Gregorie had always worked well with Edsel Ford. Indeed, they achieved a certain stylistic understanding between themselves, with each complimenting the others talents. As time went on, Gregorie began to understand what style and form Edsel Ford strived for in his automobiles. Although Edsel never picked up a pencil to change one of his drawings, his comments and discussions with Gregorie would allow Gregorie to fine-tune his designs. That afternoon, when Edsel Ford came in, as he often did, to see what was going on in the design studio, he was shown the drawing. Edsel was captivated with the design and he asked that not a line be changed, and would Gregorie please see that a car was built for him in time for his Florida vacation in March of 1939.

The one-off '39 Continental that Edsel drove around in Hobe Sound, Florida drew large, admiring crowds wherever it went. On his return, Edsel was so enthused

with the new cars acceptance; he ordered it into production on a limited basis.

From that first year of production emerged 350 Cabriolets and 54 Coupes that became full fledge members of the Zephyr line up. In keeping with its Zephyr heritage, the new car was advertised as the "Lincoln-Zephyr" Continental model.



LADIES COLUMN

Ladies, as you know when the men went to war there were a lot of job openings that had to be filled. We all know about "Rosie the Riveter", but what about the women ,like the lady above, that provided service at the local gas station?

However, the men will notice that the car is a nice '46 Ford convertible with a scrape already on the lower rear fender! The gas pumps are post war also as evidenced by the height (smaller, since they rest on a island) – the pump has a dent also! So, evidence shows that this was after the war, so the lady has to be a relative of the owner, maybe?



Notice the lady is looking at the gauge attached to the hose to insure that the pressure is correct – 30 psi. In the right picture notice the change dispenser on her waist.

These pictures were taken by the Farm Service administration to illustrate rural America. It has to be rural because the sign on the station says so: "Country".

EMAIL BAG

Early V8's in North Dakota.

In the 1930's in north central North Dakota there were no surfaced roads. The options were clouds of dust or sliding around on muddy roads. These conditions took a heavy toll on my fathers 1938 Ford Deluxe four door sedan. The car would always run but it was impossible to keep the brake cables free hence we learned to drive with no brakes. One Saturday night my Father let my older brother and I take the Ford to town to "cruise" main street. It was bound to happen, I bumped the car in front of me and bent in the bull nose and grill. On Sunday morning I got the car out for church and parked it so my Father would have to walk around the back to get in the drivers seat.. When he parked the car at church he saw the damage but I had already dashed into church. He had an hour or so to think about it.

Another Ford V8 I liked belonged to a neighbor who worked on the threshing crew with us. He would drive the two door sedan out to where we were threshing. The car had a radio and my brother and I would load our horse drawn bundle wagons fast so we could listen to the world series while we waited our turn at the machine.

Bob Wild

While recently in Lynchburg I discovered a small private auto museum located downtown in a restored car dealership building at the intersection of 12th and Main Streets. What caught my eye in the front showroom window was the red 1953 Mercury Monterey Convertible with "1903 40,000,000 1953" emblazoned in gold letters on the passenger side and a 1957 Mercury Convertible Indy Pace Car. I was able to see into the rear of the building through a window and spotted a 1936 Fordor and a 1933-34 1-1/2 ton panel truck and several other Ford vehicles that I couldn't identify. According to a sign inside the front door, the building was constructed in the late 1880's as a buggy shop and converted to automobiles very early in the 1900's.

A paper posted on the front door indicated that it was a private museum specializing in unrestored original vehicles and memorabilia open by appointment only with no phone number or contact information. I couldn't tell if the showroom Mercury's were originals or fantasy but they looked well maintained and it looks to contain 20 or 40 other vehicles of all types. If we could figure out how to make an appointment this would make a good road trip destination.

Dave Gunnarson

Thanks for the copy of Valve Clatter with the write up on my visit with you. Thanks for making us feel at home and we very much enjoyed meeting with the group. Perhaps we can come and see you all again next year?

Best Wishes, Colin Spong

Our NVRG calendar is wonderful! Ken Burns and everyone else who worked on it deserve a huge "thank you" and pat on the back. I knew it was going to be good, but wow! I know that 2006 will be a banner year for the NVRG, and to think, it

all started with a calendar! Again, its a beautiful job. -- I just wish it were New Years so I could put it to good use!

John Sweet

The Lincoln Zephyr Owners Club cordially invites you to be a part of Gathering of the Faithful 38. GOF 38 will be held from Wednesday, 14 June to Sunday, 18 June 2006 at the Historic Summit Resort Inn, 101 Skyline Drive, Farmington, PA 15437 (Just off of Rt. 40, the National Road, 6 miles east of Uniontown, PA.)

The Summit, built in 1907, is located on 1200 acres and boasts an original lobby with period furniture. It is close to such spectacular sights such as Frank Lloyd Wright's Kentuck Knob and Fallingwater, Fort Necessity National Battlefield park, and many others. It is worthy to note that the Summit played host to such luminaries as Thomas Edison, Harvey Firestone, and Henry Ford. Thus leading us to believe that if it was good enough for Henry, it will certainly be great for us! For information on the meet, contact John Sweet, at jsweet4@erols.com or write in care of GOF 38 / 20 Jeremy Ct., Sterling, VA 20165. The hotel web site can be seen at www.lhs.net/summit.

John Sweet

The new movie on the life of Johnny Cash "Walk the Line," starring Reese Witherspoon and somebody else, includes lots of shots of great old cars from the 1940s through the 1960s. Of course, the cars are all in perfect condition in the movie, and they look great. The music is pretty good too. Parts of the movie -- on Cash's drug addiction and marital breakup -- are not pretty. But the cars are great.

Steve Dawkins

I came across this old photo, which prompts nostalgia. It was taken in Painesville, Ohio (a Lake Erie town) in 1964. This was the second Ford V8 I had owned. After I purchased a '37 Ford coupe, I sold it and then purchased this pristine '35 Ford Tudor for a mere \$600! My father and younger sister, Susan, are pictured on left; my mother and an early incarnation of me are to be seen on the right. This was a beautiful '35. The previous owner had redone the interior in an authentic way. This is another example of letting a fine car slip away!

Von Hardesty





November Tour to Purcellville, VA

Hank Dubois

The tour to Purcellville, VA on November 12 for the Ken Gross book signing was like no other tour I've been on since I've been a member of the NVRG. For starters, only 3 of the 9 members signing up for the tour actually "toured" from Fair Oaks to Purcellville. To save time and avoid backtracking, the other 6 members chose to drive directly to Purcellville from their homes. Leaving Fair Oaks at 11:00 AM, the appointed hour, was Jim Nice with his father, Richard and son, Jason in Jim's '51 Vicky and yours truly driving my '35 3-window with Eric Sumner riding shotgun. It was a mild and sunny day and after enjoying a pleasant 1 hour drive along Routes 50, 15, 704 and 7, we pulled up in front of Mario's Restaurant in Purcellville just in time for lunch. Already there were Bob & Jane Wild in their '66 Mustang convert, Bob Belsley in his '50 tudor, Tom Shaw in his '51 convert, and Al Edwards and Don Pauly driving modern iron. Dr. Mark Luposello, a friend of Al's, also joined us at lunch. (Bill Firth, a prospective member who attended last month's meeting, along with his wife and daughter joined us later at the bookstore.)



After a tasty Italian lunch, we drove into "downtown" Purcellville and parked in a small parking lot across the street from Final Draft Booksellers where member Ken Gross was on hand to sign his recently published "Hot Rod Milestones" (see book review elsewhere in this newsletter). Ken's son's pretty '42 woody was parked in front of the store to attract and draw people in. This bookstore is pretty small with narrow aisles so we just about mobbed the place when we came in. Ken was in a small room in the back of the store where he greeted us and personally autographed his book for us. I ended up being the big purchaser of the day with 6 copies - 1 for myself and 5 for members who weren't able to make the tour. NVRG members and friends purchased close to 20 copies, nearly the entire supply on hand. The bookstore's owner was very pleased with the sales and Ken was very appreciative of our support.



At the bookstore



Ken Hank Bob

After the book signing was over at 3 PM, we headed out to Ken's home in Hamilton, VA to check out his neat garage, his 3 great hot rods, and his ever growing collection of flathead intake manifolds and other speed equipment. Ken indicated that he plans to make some changes in his collection by selling his '34 5-window to make way for a future '40 coupe. His son has also decided to sell the '42 woody. Ken graciously invited us to come back for a more extensive garage tour later (perhaps this winter) to check out any new addition(s).



Ken's Garage

All in all, this was a unique and fun tour. We've never been to a book signing before and to do so in support of a club member who is also a well-known writer was a real treat, especially so for those of us with an interest in hot rods. NVRG tours are the best!

Photos courtesy of Bob Belsley

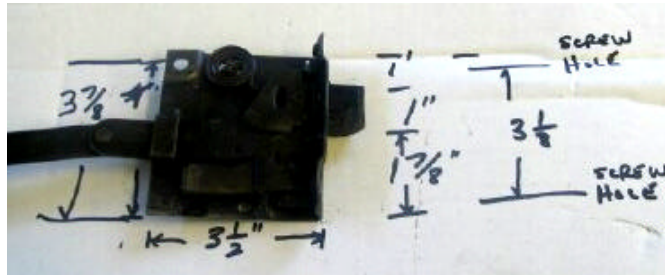
BACK
HAPPY HOLIDAYS FROM YOUR BOD

FOR SALE/WANT

For Sale: 1929 Model AA truck. Barn fresh. Lew Myers, 619 S. Main St., Woodboro, MD 301 898-7615.
1969 Datsun 2000 roadster. A nice original with low milage, new paint, rubber, rugs etc. \$10,000. Jeffrey Glushakow, 240 409-8530. (From Bruce Mazzie)

Wanted: 1951 Ford V8 Radiator 1BA-D, '51 Tudor front seat. Steve Groves 301-530-7411

Wanted: 1936 Ford side door latch Steve Ross 301-944-9707



The Membership Directory has been printed and it's free if you pay NVRG dues for 2006. To help defray costs we are handing them out at our regular membership meetings. If you would like it mailed to you, please add \$1 to your dues to help pay the postage costs.



Gary and Joanne Ridings
300 Appleview Dr.
Clear Brook VA 22624
540-722-3647 47 SDelx 4Dr.
<mailto:jridings@adelphia.net>

Derik & Natalie Girman
1405 Gregory Ct.
Rohnert Park CA 94928 707-586-2161 girman@sonoma.edu
1935 phaeton

William and Mary Firth
40208 New Rd.
Aldie, VA 20105 703-327-3226
Wmfirth422@aol.com 1936 5 window coupe

Stephen and Tracey McDonnell
2008 N. Kenilworth St.
Arlington, VA 22205 703-532-3379
Scmcdonnell@comcast.net

It is with great sadness that we report the death of long time member Gene Welsh of White Post, VA.



OK, members, we are committed! We have won the bid to hold the meet. The above logo is just a **draft**, but that is the information that we need to include on it. T- Shirts, hats, gear shift knobs and the awards need a logo. Does anyone know of a graphic artist that can come up with ideas? Or can you do a sketch?

Chairpeople will be asking for volunteers for the various committees and they will be calling you to help out on the many, many jobs to put this meet on. The planning is beginning in earnest as June 2007 will be upon us before we know it.

We have selected the Fair Lakes Hyatt as our meet hotel. Co-chair Hank Dubois and your editor will keep you informed of our progress. Suggestions are always welcome.

Co- Chairs	Cliff Green & Hank Dubois
Finance:	Hank Amster
Judging:	Mike Gall
Awards:	Bill Simons
Registration:	John & Patty Girman
Hotel/Food:	Sandra Green
Goodie Bag:	Don Lombard
Public Relations:	Ken Burns
Fund Raising:	Dave Gunnarson
Tours:	Tom Shaw – Cross Farm BBQ Dave Westrate – Air Space Don Lombard – DC tour Ladies Tour - ?

You can print the VC on both sides of the paper to make for easier reading and storage. When you press print in Adobe Acrobat, the box comes up and in the print range select odd pages in the drop down menu. This will print, guess what? Only the odd ones. Now stack the pages in order so that the first page is on top. Insert the stack so that it is facing you. Now, select print again and select even pages. Print.



V8 CALENDAR NVRG



The Board of Directors are planning many interesting tours and programs for 2006 including the following:

- ◆ January Tour – White Post Restorations and High Expectations in Front Royal – lunch . Time and date TBA
- ◆ January Meeting: Jan 10th – Media Blasting with Ken Burns
- ◆ February Tour – Feb 19th - Open house, Cars & Trains at Clem Clement’s, Fairfax
- ◆ March Tour – March 25th - Frederick Flea Market- Sugar Loaf Mt. AACA Parts Meet
- ◆ April Tour – Annual Poker Run - Date TBA
- ◆ May 20th – Annual Car Show at Fairfax City Hall



IT S DUES TIME ONCE AGAIN

PLEASE SUBMIT \$15 MADE OUT TO

Northern Virginia Regional Group and mail to

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

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

NAMES (INCLUDING SPOUSE) _____

Fill in parts that have been changed

ADDRESS: _____

CITY/STATE.ZIP _____

TELEPHONE _____ EMAIL ADDRESS _____

CARS OWNED _____

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

IF YOU DESIRE THE NEW MEMBERSHIP DIRECTORY, INCLUDE \$1 ADDITIONAL FOR POSTAGE



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Activities: **Dave Westrate** 703-620-9597
Historian: **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
Web master: **helenandken@earthlink.net**

THERE IS NO MEETING IN DECEMBER BECAUSE OF THE HOLIDAYS- BEST WISHES AND A HAPPY NEW YEAR



FIRST CLASS MAIL

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