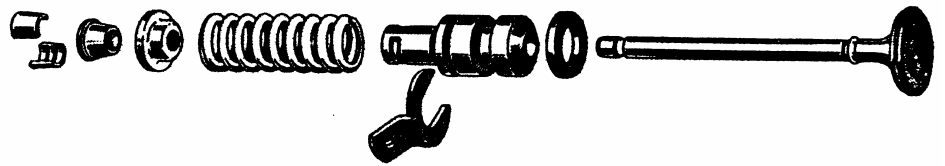




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

Volume XXIV, No. 8

August 2006

Cliff Green Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004, THIRD PLACE 2005

GOLDEN QUILL AWARD, "OLD CARS WEEKLY" 2003, 2005

PICNIC PEOPLE





AUGUST 2006

The picnic was a great success! While it was certainly hot (as is the norm for our picnics), it was well attended and everyone had a good time. Certainly, no one could complain about the variety, quality or quantity of the food. It was super! Many thanks to those who did all the preparations including Greg Mensinger, Hank & Cindy Dubois, Patty Girman, Ken Burns and Frankie Martin. Special thanks to those brave souls who labored over the charcoal grilles in the heat. Something else worth noting is the large number of club members, who have to travel over an hour one way to attend, and still do so. Good show!

We'll be getting an update at the next membership meeting, probably including a slide show, from those who attended the Eastern National Meet in Batavia. One thing I know went well is the early registration for our Meet in 2007. Those manning (womanning?) our registration table did yeomen's work because they came back with something like 40 registrations and passed out enough registration forms that Patty and I are still getting completed forms with checks from those who attended Batavia. Thanks to Sandra & Cliff Green, Cindy & Hank Dubois, Jane Helms, Joyce Handy, Bill Simons, Bill Selley and Dave Westrate for all their work on this. Because of their efforts and because of the great support we've been getting from our club members, we're meeting our goal for early registrations. If you haven't completed a registration form, it's not too late to do so and get the \$10 discount for early registration. I understand that our T-shirt sales were really good as well.

Hank Dubois told me that several attendees at the Batavia meet saw our club calendar and wanted to buy a copy even though the year is half over! I guess if it's that good, it's no surprise that the Board decided to produce a calendar for next year. This time we'll have to print more copies because last year's calendar sold out quickly. If you haven't been taking photos of our cars this year, this is your signal to start now so we'll have a good selection of photos to choose from.

Our tour for August is the Drive-in Movie and there is detailed information on it in this issue of the Valve Clatter. Hope you can attend because this is always a good event. If you can't stay overnight, consider just coming for the dinner and movie on the first day. I've been hoping that *Cars* will be one of the movies shown when we go but I think that's unlikely because it's showing there now. Patty's prediction is that one of the movies that will be showing when we go is *Pirates of the Caribbean*. I can't argue with that because we seem to attract Johnny Depp films at the drive-in. You'll just have to go to find out. Put it on your calendar and get the Ford ready!

Rumor also has it that plans are underway for the Lebkicker Tour this fall and that Hagerstown is a possibility. Stay tuned.

JOHN

TECH TIP

Editor

Not to worry about that condenser that you have on the shelf or in you tool box that you picked up at Hershey years ago – throw it away and go down to your local NAPA store and order one of these:

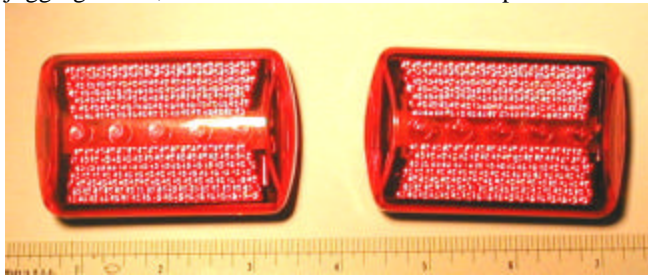
1928- 36 FA 5

1937 – 41 FA 49

1942 – 48 FAS 54

The FA 49 has the same bracket that the original one does and it only cost \$6.50. Buy a couple while you're at it. As long as I have been messing with the '40, I never knew this! I am sure that they have your 1949 – 53 in stock, also.

At a train show in York, Pa (their "Hershey " event), I bought a pair of blinking, battery powered, red LED lights that I am going to Velcro to my rear window when I drive my woodie at night. They measure 3 x 1 ¾ and put out a lot of light. People use them on bikes and attach them to their jogging shorts, or what ever. Not bad for \$5 a pair!



FOR THE LADIES

Henry Ford and Jell-O

The town of LeRoy , NY is not far from Batavia where the Eastern National Meet was held . It is famous for the Jell-O factory and museum of Jell-O artifacts. An article in their local "Pennysaver" of April, 1999 told a Henry Ford story which excerpts are printed here:

In August of 1922, Henry Ford was returning to Detroit after touring the Northeast. At the wheel was his chauffeur, George Burns, who was known for this careful driving. A passenger in the car was Dr. McClure, chief surgeon at the Henry Ford Hospital. As their car approached the village limits of LeRoy, George slowed down to the posted 15 miles per hour, and proceeded up Main St. As they came to the other end of town, and crossed the railroad tracks, George began to accelerate, thinking they had crossed the village line. The car was pulled over by a traffic officer who accused the driver of speeding through town at 43 MPH.

Henry was brought back to town to appear before the Justice of the Peace. The officer testified the car was speeding and the judge ordered a jury trial four days later and set the bail at \$30. Ford paid the bail and as they were leaving, heard the Justice say that they would be wise to be far away from LeRoy on the trial date. Ford did not like the idea of jumping bail which in his mind was an admission of guilt.

Small towns were "fleecing" the tourists and LeRoy was no exception. Henry decided to do something about the situation. The Automobile Club of Buffalo, who he contacted, acknowledged that hundreds of big men in the country, absolutely refuse to drive through this state on account of the speed trap situation.

Ford was advised to let the matter go and ultimately he did, but not before he got even with LeRoy and its one horse Justice. He erected two huge signs just outside the village limits: "Speed Trap – Tourists warned against driving faster than 15 mph through this town." The village was not very happy with the signs and a meeting of the Merchants Assoc. said that they were losing business because of the the attitudes towards tourists. Some had even received letters that indicated that people were going to boycott LeRoy made goods meaning JELL-O!

The manger of Jell-O was determined to rectify the situation in LeRoy – "The Merchants Assoc. was doing every thing they could to blot out the past record as regarding their vigilant work in not only holding up tourists but imposing drastic fines."

The signs disappeared, and Ford considered having them replaced, but the local Ford dealer reported" I am very glad to state that there had been but one arrest his season, that being an extreme case, the car being driven at 53 mph"

Jell-O was saved!

OIL PRESSURE GAUGE DONATED

Thanks to Jim Crawford for donating a 1939 oil pressure gauge for our display engine!

NOMINATIONS ARE OPEN FOR BOARD OF DIRECTORS.

Our by-laws state that this is the first step in the nomination process. 1/3 of the Board Members change every year after completing a two year term. This keeps a rotation of new members and allows present BOD members to step down. Everyone should consider time on the BOD – we meet the last Tuesday of the month for dinner at 6:00 and the meeting is held at the Kings Park function room at 7:30.. Not only do you become more familiar with the members, but you can bring fresh ideas to the table. The BOD is what makes out club strong and interesting. Please consider serving.

FAIRFAX COUNTY STICKER

It is no longer required to display the Fairfax County window sticker as of July 1st. They will not be issued for 2007. So you can throw away the stack that is in your glove box of your V8's that you saved as evidence.

NVRG WEB SITE

Ken Burns will be reporting shortly that we have our new web site. We will be no longer connected with Hemmings and thus can post our newsletter with the ads. We shall have a link to information on our National Meet and the registration form will be downloadable. He will email the address when it is up and running. Thanks, Ken.

FIXED ON '40'S

by Ken Gross

I've wanted a '40 Ford DeLuxe coupe for a long, long time.

I briefly owned a '40 business coupe, back in high school, a project car with a '53 Olds V-8 that never quite made it to the consistently running stage. My friends all had '40s; they were the "hot rod du jour" in the late '50s.

Years later, I bought a stock, Mandarin Maroon '40 DeLuxe station wagon, kept it a while, then sold it. I've regretted selling both '40s ever since.

I really still wanted a '40. And it had to be black, Folkstone Gray or Cloudmist Gray.

Like the ethereal ice skater in the classic movie, "Carnal Knowledge," a '40 Ford coupe has twirled and pirouetted tantalizingly in my mind, just out of reach, ever since.

I've even come close to buying a few specific '40s, but nothing materialized. I decided to sell my '34 coupe, so I could ramp-up the hunt for that elusive '40. Armed with what my wife Trish calls "garage money." I answered classifieds, followed ebay sales, called friends who had '40s, came close, but didn't score.

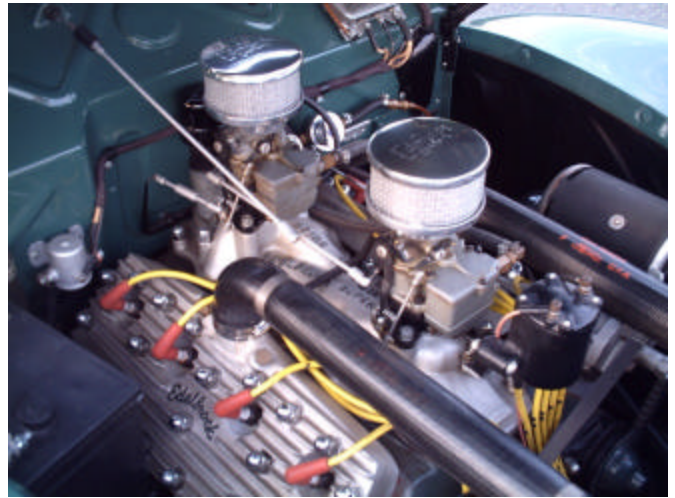
Then I called my buddy Bob Everts, a Ford collector with a Quonset building packed with mouth-watering, low-mileage early Fords, to ask if he'd heard of a '40 for sale.

Turns out, he had.

A mutual friend, Dave West, had just looked at a frame-off restored, '40 'Opera' coupe in Oregon, and said it was one of the best ones he'd seen. Dave already had a '40, so he emailed the photos to me. It looked terrific. And it was Cloudmist Gray.



Totally stock outside, with a fresh LeBaron-Bonney mohair interior, it had an Edelbrock-equipped, bored, stroked, and fully-balanced, 276-cid flathead, with a 3/4-race Motor City Flathead cam, oversized intakes, Johnson tappets, a rare Lucas distributor, cast-iron headers and steel-packs.



'Perfect,' I thought.

So I called the owner, a small, "Mom and Pop" used car dealer, who told me the coupe had come from San Diego. He'd purchased it from an older man who'd owned it for three decades. "It's the nicest one I've ever had," the dealer confided. "It took five years to talk the owner out of it. But it's too nice to drive. And the duals are too loud."

When this conversation took place, I was on a business trip, in a hotel in San Diego. There was no one to discuss this with. I sensed urgency in the dealer's voice. Maybe some one else would see this pristine '40 and fall in love? Perhaps the dealer would change his mind?

I took a deep breath, made a fair offer; we agreed on a price, and as soon as I got home, I wired the money. But instead of feeling elation, I was apprehensive. I'd just sent a considerable sum to a Wells Fargo Bank branch in a little town 3,000+ miles away, to a couple I didn't know, to buy a car I'd never seen. Had I lost my mind?

I was looking for divine intervention, a sign from above somehow that this would be OK. So I called Bob Sellers, from Intercity Lines, Inc. "Bob," I asked, "how long will it take to get an old Ford from a town two hours South of Portland to Virginia?"

"You're in luck," he replied. "I've got a truck in Seattle with one space left. They can pick your car up tomorrow and it'll be in your driveway on Saturday." That cinched it!

On Saturday morning, precisely at 10:00 AM, an Intercity Lines truck rolled to a stop at the end of my driveway. I stood mesmerized as the husband and wife team began unloading the '40. When they started it up, I could hear the deep rap of the steel-packs all the way to my front porch. It was loud, but the sweet sound of a hot flatty can never be too loud. I ran down the driveway, smiling ear-to-ear. It was even better than the pictures.

The restorer had kept all the bills and his careful notes. He'd driven less than 600 miles in the last five years. So I changed the oil, greased the chassis, adjusted the carbs and went for a ride. The steering was tight; the column shift worked sweetly, and it pulled like a train. It drove like a brand-new '40.

Off came the old whitewalls; they were dry-rotted from just sitting. I fitted wider Lincoln rims in back, painted Cloudmist gray to match, and installed 5.00:16 Firestone blackwall bias plies in front, and tall 7:00:16s, in back. A friend, who's a talented body man, fitted an Ford accessory rear gravel shield, painted to match.

Then I drove up to Posies' Hot Rod Shop in Hummelstown, PA, where Ken "Posies" Fenical and his crew installed a four-inch dropped axle with a reversed-eye spring in front, and a matching reversed eye spring in the rear, along with two-inch shackles. Now it had 'the look.' Period directional signals and a hidden battery cut-off switch were fitted. I've added a pair of re-pop Edmunds air cleaners.

I've already put 800+ miles on the '40, (more than the previous owner did the whole time he owned the car), including a trip to the NSRA Meet in York, PA. My family really likes it; the kids can sit on the jump seats; and it's comfortable for long rides. The previous owner installed a too-low (high numerically) 4:11 rear. Even with tall rear tires, it's too buzzy on the highway. So I'm looking for a Columbia two-speed. That'd give me a 2.90:1 cruising ratio. Anybody out there got a Columbia to sell?



It does get hot in slow traffic, so I'm fitting a radiator air deflector to ensure cooling air goes where it's supposed to, and I'll add a pusher fan, 6-volt of course, underneath the deflector, where it can't be seen. The lead-acid battery is 7 years old. A new Optima, in a Ford tar-top case, is coming. And I'm thinking about a Gener-nator (that's a generator with an alternator inside).

But you all know I have a thing for manifolds. A triple carb intake, with progressive linkage would look neat. There's one on my garage wall. I also have a Navarro blower manifold

with twin pop-off valves. I could install it with a 3-71 GMC supercharger or an even bigger, 4-71. I could even fit a four-carb intake, (I have seven different ones), with smaller Stromberg 81's so it'd actually run.

At the June L.A. Roadster Show, I looked at Mark Kirby's new 327-cid prototype flathead. He's designed a freshly-cast, brand-new aluminum block, a flow-bench-tested tall intake, high-capacity finned heads, new cams, lightweight tappets, a new valve guide design, and more. Externally, it looks just like a 59A block. I'm thinking of getting one of the first new shortblocks. I'll keep you posted.

Meanwhile, I'm enjoying my 'new' '40 coupe.



NVRG FAIRFAX 2007

Yes, there will be a show at Fairfax City Hall two weeks prior to our National Meet. Dave Westrate reports that there is a new woman in charge and she is "Gung Ho" about the car show. She wants to make it bigger and maybe combine it with a blue grass festival utilizing the band stand. Also, she controls the \$\$ and wants to promote this meet.

NATIONAL MEET FLYER

Ken Burns made up a color hand out for Batavia about our National Meet. They went so quickly that we had to hoard them for those who registered. The Northern Illinois RG editor of their newsletter "Road Chatter" has offered to print up as many as we need as a generous donation for our Meet! We want to thank Ken Bounds and his RG for this generous offer.



Bill Selley is presented a 2nd place award by Dave Westrate for his '47 coupe which was selected at Sulley. Eric Sumner and his boys look on.

Don Pauley was awarded a 1st for his '41 Lincoln Cont. Coupe.

EASTERN NATIONAL MEET

Eric Sumner

This year's Eastern National Meet took us to Batavia, N.Y., located about mid way between Rochester and Niagara. The trip north was uneventful except for a flat tire on the trailer. Luckily it was spotted during a stop for lunch so no "Highway Heroics" were required. We chose to head north on Rt. 15 all the way up to Corning, and then west to Batavia from there. Lots of beautiful scenery, small towns, and real America.

Upon arrival at the host hotel we were greeted by V8 banners, flags, and an impressive display of commercial V8s on the front lawn. The hotel was a hive of activity with flatheads buzzing by regularly. With a quick stop at the registration room we were off to investigate the many displays in the lobby. A restored 1932 chassis and running gear sat next to restored 1935 Ford Laboratory Test Machine like those that would have been used in the dealership service department. I've never seen one in person before and found it quite interesting. Also on display were the raffle prizes and two other flathead automobiles. The Chinese auction room was full of items just waiting for the lucky winners.

Later that day our own V8-60 display was rolled in and our registration table for next years meet was set up next to it. A big thank you to the ladies who took over the table and got down to business taking pre-registrations for our meet in Fairfax, they took in approximately 40 registrations and 85 t-shirts. It was as if the shirts had been signed by Henry Ford himself. Outside the hotel, many of the cars were already on display and the swap meet was in full swing.



Hank, Bill, Sandra, Cindy, Joyce

The next day was a full day of registration, tech inspection, seminars, meetings, and the welcome dinner. But all eyes were on the weather forecast for the next day, heavy rains on Concourse day were almost certain at that point. Sure enough, we woke early to "record rainfall". We went to the judge's breakfast at 7am where we were told to return at 10am in order to give the rain time to pass over. At 10am the rain held on, so Concourse day was postponed until the following day. When it became apparent that some of the vehicles to be judged need to leave early the next day, a

sign up sheet was passed around and a judging station was set up under the canopy in front of the hotel. About ten cars took this opportunity and rolled up under the canopy, some still in trailers, were judged and released.



Leo gets judged

After this mini Concourse many Bill Selley, Bill Simons, Dave Westrate, and myself headed out for Niagara Falls. We drove west for about an hour through more of the "record rainfall" to find crowds down due to rain. After we purchased tickets, we donned the blue rain ponchos and boarded the "Maid of the Mist" for a short ride into the base of the falls. After the ride I heard Bill Simons remark "That was the best eleven dollars I ever spent."

The new Concourse day was showered with clear skies and sunshine and actually became a little on the warm side as the day went on. I was assigned to judge Heavy Commercial with Bill Selley. As I have always had a desire to own a Cab over Tow truck, this was great experience for me. I encourage everyone to judge in any class just for the knowledge gained from the experience, it's priceless, plus you meet some really great V8ers from other parts of the country, all just as crazy about flatheads.

The V8 club in western N.Y. hosted a great meet and should be congratulated for their efforts. I can't wait till next year when we host the meet. Get involved, you won't regret it.

EASTERN NATIONAL MEET REPORT

Editor

Batavia was a very successful meet. We however, have lots of ideas to hope that our meet even tops prior years.. NVRG members attending: Cliff & Sandra Green,. Butch & Francis, Hank & Cindy Dubois, Wayne & Joyce Handy, Bob & Jane Helms, Bob King, Joe Wright, Wm.Selley, Bill Simons, Eric Sumner, Leo Cummings and Dave Westrate. Only Butch and Dave trailered their cars for an Emeritus Award and Leo drove his Merc to a 1st place award.

The Western NY RG gave us items that will enhance our meet and save expenses. One of the most visible items is the 8x16 welcome sign with "Ford" flags on the side. Another is a 20 x 10 canopy that you can park a car under



8 x 16 welcome panel

for the operational check. They gave us 15 standing signs for directions and all their clip boards used in judging and 9 dozen silk roses. The WNYRG intends to ship down more material that we can use such as the Chinese Auction paraphernalia and table aprons with an embroidered V8. They suggested that we pass these items on to the next RG who holds the next Eastern Meet. Butch Myrick hauled these goodies back from Batavia and has generously agreed to store it.

We will have a copy of their spread sheet to analyze and compare with the Frederick results to better determine our budget and expectations. They put a lot of work into securing Chinese Auction items. It was the largest spread of goodies that I have ever seen at a National Meet – and it is all gravy!

A member of their club donated a choice of a rebuilt 21 stud or 24 stud short block for the raffle. I spoke to him and he would be able to build us one at a “good” price. What our committee is considering is raffling off a choice of an early short block, a 59AB short block or an 8BA block OR a cash amount yet to be determined plus other items.

We observed and made notes on the conduct of the meet. The chairman, Bob Malley, was most solicitous and approachable, as were all the other committee chairs. They are willing to share their experiences with our committee heads to help us put on a bigger and better meet.



Display engine in lobby

EMAIL BAG

Patrick O'Neill

And they are still out there. Here's a 1938 Ford pickup at Leon's near Culpepper.



Patrick O'Neill

Go watch the movie CARS, by Pixar, especially with your young kids and grandkids. Yes, it's heavily into Chevrolets and non-Ford vehicles, BUT, it is fun, makes the kids love the old cars. Plus, the visual puns and cliches make it a joy to share with the younger generation! They have an "Ornament Valley" instead of Monument Valley and a "Cadillac Range"

instead of the Cadillac Ranch near Amarillo (which both my wife and I have visited).. The movie stresses that classy, showy fast cars do not always have a heart of gold, and that old rusty old run-down cars and small towns can still make a difference in life. Based in little town called radiator Springs off Route 66 in a world that has only cars and no people, this new cartoon gem was a hit with our 4 1/2 year old. She is singing the songs "My Life Is A Highway" and "Route 66" and collected almost all of the Happy-Meal cars from the movie. Rare to have a cartoon about old cars, so go enjoy it!!!!

Tom Brooks – Best of Show winner at Fairfax

My daughter-in-law showed me how to download the pictures to the PC so I am attaching (I hope) two pictures of Sapphire PS: Fortunately, I am a lot better at automobile engines than I am at computers



Fairfax winner on next years plaque

EMAIL BAG (CONT)

Von Hardesty

A Comparison of the New 1935 Plymouth with the New 1935 Ford four door sedans

The debate goes on. I found this item on a Plymouth site, one dealing with the 1935 model year. Competing sales campaigns, then and now, routinely select items for comparison that help make their case. The '35 Ford was certainly a more stylish car. And the Plymouth folk make only a passing reference to the engines, dismissing the V8 as complicated.

Plymouth DeLuxe	Feature	Ford DeLuxe
\$660	Price	\$635
113"	Wheelbase	112"
Hydraulic	Brakes	Mechanical
4 semi-elliptic	Springs	2 transverse
Floating Power	Engine mounts	Conventional rubber
Yes	Directional Cooling	No
Bypass thermostat	Water circulation control	Conventional thermostat
18.2:1	Steering gear ratio	15:1
4-2.4"	Number of main bearings and diameter	3-2"
Silent chain	Camshaft drive	Gears only
Yes	Manifold heat control	No
Yes	Engine oil filter (!)	No
Yes	Ventilated clutch	No
All gears quiet	Transmission	Quiet second gear only
Yes	Sway eliminator	No
Tubular	Front axle	I-beam
Double tapered roller	Rear wheel bearings	Single straight roller
Roller bearing	Universal joints	Bushings
Independent on driveshaft	Handbrake	Same as service brakes
Improved six cylinder economy	Engine economy	Complicated V-8 engine (horsepower similar to Plymouth Six)

. We might ask Hank, Dave or other experts in the club to respond? How would a Ford salesman in 1935 devise a comparison chart? Ford wins on price...and only on price. No independent emergency brake. No oil filter. No ventilated clutch. Noisy gears. Crude suspension and brakes. And on and on...

Arel Brown – National Board Member

A minor clarification on Marl McDonalds article on the Dingman auction. The prices which he took off the web site already reflected the buyers premium (10 %) being added to get the total selling price. The final price on the 40 birdseye Maple woody was \$308,000 and Babe Ruths Lincoln was \$407,000 (370,000 +37000). I was fortunate to have been able to attend the auction. It was a "once in a lifetime" event. I am preparing an article for the "V-8 Times" on the Auction.

Thanks to Greg Mensinger

From the Hemmings E-Weekly Newslette,r July 27

LEGISLATION

Collector car law headed back for revision

Last week, we talked about Virginia's HB 288, which was introduced last winter in an effort to reduce the distance from home that a collector car owner could drive, from 250 to 50 miles. Its sponsor, Representative Danny Marshall from the Virginia 14th, was out of town last week and couldn't return our calls in time for comment, but we caught up with him a couple of days ago.

It turns out we weren't the first ones to take note of this bill, and Rep. Marshall has had an earful "from everywhere..." "We get constituents calling up and saying, 'There oughtta be a law'," Marshall told us, and HB 288 started when someone called him to say: "I see these junkers driving around town," with collector plates on them. Marshall was giving it some thought when he walked out of his office at his day job at a concrete plant to see a 1965 Ford F-100 "being loaded with 1,500 pounds of block." He says the vehicle was a "rust bucket, and the problem is that vehicle isn't inspected. What jeopardy does he put the public in, driving this thing?" He asked the DMV and State Police to draft a bill for the 2006 session that would address specifically abuses of this type. That resulted in subsection D, which read, "Except as provided in subsection E of this section, motor vehicles and trailers registered with license plates issued under this section shall not be used for general transportation purposes or any work-related travel, including, but not limited to, daily travel to and from the owner's place of employment or work site," as well as the 50-mile rule.

As a result of the resulting furor, Marshall has sent the bill back to the DMV and State Police, and asked them to redraw it for 2007 in such a manner that is fair to the car collector, while still tough on people who are using collector plates to skirt inspection and insurance regulations. He's had numerous suggestions, but is looking for ideas from places that have come up with working solutions to this problem.

"We're trying to create a fix that will not hurt the legitimate

car collector," he said. "It's the person who's trying to skirt the issue that we're trying to address." Contact Rep. Marshall at DelDMarshall@house.state.va.us. And just so you know, he's one of us—he drove the [#87 Synergy Racing car at the 24 Hours of Daytona this year](#).
 - By David B. Traver Adolphus

Pictures from Clem Clement



Would you believe there is a Clem's garage? It is located in Steven's City (where we are going to the Drive – In Movie). They hold a family car show there every year, says Clem. He rained a little he says and he had problems with his fuel filter gumming up on the way home.



Jim McDaniel

Jim is on assignment with the FAA at Oshkosh, Editor
 Gonna be looking at LOTS of airplanes this weekend!

On a side note, it's approximately two main highway abeam the Oshkosh airport. As you may know, the airport is very near the highway. JUST after I passed the last exit before the airport (my hotel was downtown past the airport), the traffic came to a STOP. My luck. Couldn't turn around. According to the cop I chatted with while stopped, some guys were watching the air show at 70 mph down the highway. Two came together and took out two more before all the metal stopped bending. TOTALLY tore up two cars, a big pickup, and a van. Took me about two hours to cover those two miles.

I took about 800 photos today. Unbelievable! I've been here several times but I never cease to be amazed by the number and quality of the airplanes here.

These are of interest to the Ford V8'er's, Editor



Excerpt from "Odnnoetazhnaya Amerika" by Ilf & Petrov, 1935. Travel log of two Russians travels in USA

"There's something insulting about being passed. But in America the passion to pass each other is unusually developed and leads to an even larger number of catastrophes, crashes, and other such roadside adventures which are called "accidents" in America.

Americans drive fast. With every year they drive faster: every year roads get better and automobile motors get more powerful. People drive fast, confidently, and on the whole carelessly. In any case, in America the dogs understand what a roadway is better than the drivers themselves do. American dogs are smart, and never run out onto the highway and don't race after cars with optimistic barking. They know what that leads to. They'll get run over and that'll be the end of it. People are



somehow more carefree in this respect."

BACK PAGE PHOTO

This photo of a brand new '46 Mercury California Highway Patrol Cruiser is courtesy of Chan Coombs. The officer has his hat on with a jaunty angle and is not a spring chicken, so we can surmise that he is a senior type and was one of the first to cruise in this 100 HP Merc. We see twin spot lights and a whip antenna attached with a tri- pod mount – otherwise looks stock. The tires look a little beefy than stock.

FOR SALE.WANT



1919 Model T Ford Roadster; Excellent Condition; great driver/tour car or could easily be made into a show car. \$10,500. Call Jeannette Hall at 540-373-1229 or email moorehall@cox.net.

FOR SALE: 1949 Ford F-1 pickup. Frame off restoration. Vermillion red, powder coated wheels, LB interior, 3 speed. oak bed with stainless steel slats, rebuilt flathead engine, \$16,800. Bob Wild, 143 Mosby Circle, Warrenton, VA 20186 (540) 347-0725.

Reply to: sale-185051127@craigslist.org
Date: 2006-07-22, 4:12PM



1936 Ford Phaeton [4 door convertible] in very straight unmolested original condition that was sold new by Hill and Sanders Ford and has stayed in this area since. According to the car's previous owner, the car remained with one local family for 55 years before he acquired it and sold it to me. The car runs well and retains its original V8 engine and drive train to the best of my knowledge. The paint and interior were redone sometime ago but are presentable. There is no rust. The car has some rare options including radio and spotlight. I have purchased a new Lebaron Bonney top for the car but have not had it installed. If you are looking for an extremely solid and original car, I would be pleased to show it to you. The price of the car is \$31,000.

DISPLAY TRAILER TAG

How about this vanity tag for the display trailer supplied by the owner, Bill Simons!



Wanted: Ford 50lb oil pressure SENDING unit (48-9278)
Clem -703-830-5597



Back by Popular Demand: NVRG Goes to the Drive-in Movie again!

We'll depart the Fair Oaks parking lot at **2:30 pm** on Saturday, **August 19** (with a stop at Gainesville on the way, as needed).

Dinner will be at the **New Town Tavern**, Stephens City, VA about **5:30 pm**.

Movie at the **Family Drive-in**, Stephens City about **8:00 pm**. Cost \$7.00 adults. Speakers are available but bring an FM radio or boom box for better sound. Bring lawn chairs because it's often hot. But also bring blankets and a light sweater or jacket because it can be surprisingly cool in the evening.

For those who wish: **Overnight stay** at the **Holiday Inn** nearby. You will need to make a reservation for the night of August 19, by calling 540-869-0909. I have a block of rooms reserved for the **Early Ford V8 Club** for discounted rate of \$85.50 plus tax, (mostly two double beds in each room but there are also a limited number of king beds). Please make the reservation early as they will only hold the rooms for so long.

We also have plans for a couple of **Garage Tours** the next morning: to visit Bob & Jane Helms' (and hopefully to see their new '53 Ford); and to visit Steve & Wendy Pieper's (to see their new '53 Studebaker).

To reserve a spot on this tour and for any further information, contact **John Girman (703-242-1459)**. This is especially important if rain forces postponement and to ensure space at the restaurant. Our rain date is the next Saturday, August 26.

So, (1) mark your calendar for Aug. 19, (2) make your hotel reservation and (3) give me a call to sign up for the tour!



75 CALENDAR 1945



- ◆ August 4-6 – Das Awkscht Fescht, Macungie, PA
- ◆ August 8th – **Membership Meeting** – Program: Eastern Nat'l Review. Refreshments: Dave Westrate
- ◆ August 19th – rain date August 26th **NVRG NIGHT AT THE MOVIES**
- ◆ August 20th – 21st Annual Francis Scott Key Car Show, Rose Hill Manor , Frederick, Md
- ◆ September 3rd – Downtown Herndon – Municipal Ctr,
- ◆ Sept 4th – Clifton Labor Day Show – Custom Cruisers
- ◆ Sept 10th – Sugarloaf Mt. AACA , Mt Airy, MD
- ◆ Sept 14-17 – Loew's Motor Speedway – Fall AutoFair, featuring woodies.
- ◆ Sept 12th – **Membership Meeting** Program K.R.Wilson tools Refreshments: Nick Arrington
- ◆ Sept 23rd – Bull Run AACA – Grounds of Manassas Museum
- ◆ Sept 24th - Lucketts
- ◆ Sept 27-30 – Fall Carlisle
- ◆ October 1st – 49th Annual Antique Auto Assembly – Armed Forces Retirement Home, Washington
- ◆ October 4-7 – HERSHEY
- ◆ October 10 – **Membersip Meeting** – Program: Hershey Review Refreshments: Cliff Green
- ◆ October 14th – Rockville
- ◆ October 27-29 – **Annual Lebkicker Tour** - Hagerstown area. More info TBA
- ◆ November 8th – Membership Meeting Program: Edsel Ford with John Sweet Refreshments: Open
- ◆ December 2nd- **Annual Holiday Gala** – Country Club of Fairfax



**COME SEE THE PHOTOS
OF THE BATIVIA EASTERN
NAT'L MEET
PRESENTED BY
ERIC SUMNER**

Refreshments:
Dave Westrate



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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 Web master: **helenandken@earthlink.net**

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



FIRST CLASS MAIL

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