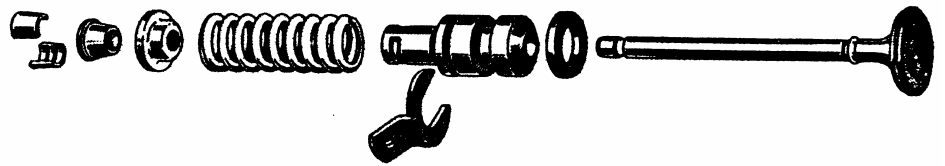




Valve Clatter



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

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Cliff Green Editor

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

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



ZEPHYR ON THE SPOT!

Von Hardesty

In July 1937, Gromov with two crewmen (Andrei Yumashev and Sergei Danilin) flew from Moscow over the North Pole to San Jacinto, California (near San Diego). The airplane is an ANT-25, the same single engine monoplane flown by Valery Chkalov and crew to Vancouver, Washington the previous month. Chkalov had pioneered a non-stop flight to America over the North Pole, but had failed to set a new air record. These Soviet flyers navigated the storm-tossed polar regions without the use of a magnetic compass (inoperative at those latitudes), by relying on dead-reckoning and celestial navigation.

This photo was taken shortly after Gromov landed in a dusty open field outside San Jacinto and without much advance notice for the locals. Interestingly, the ANT-25 is shown next to a 1937 Lincoln four door sedan, whose owner is not identified. Later Gromov and crew toured the United States, making a courtesy call at the White House to meet President Franklin Roosevelt and taking part in several ticker tape parades in major American cities. Oddly, fame was fleeting for these air heroes—in a few

years their air record was broken and they slipped away in historical memory, at least for Americans. Gromov's flying prowess, however, represented a real milestone in the Golden Age of Flight. Flying over the North Pole was always a dangerous undertaking: one month after this photograph was taken another Soviet pilot Sigismund Levanevsky and his crew disappeared in the Arctic on an ill-fated attempt to establish a new long distance record. Gromov later served as a Soviet Air Force commander in World War II.

I wonder if the unknown photographer decided to park his or her Lincoln (still a new model in July 1937) next to the famed aircraft? The scene suggests the chaotic aftermath of the landing, with a policeman taking charge and a crowd gathering to inspect the strange aircraft from the Soviet Union.

Look for Von's picture and story in the V8 TIMES and the THE WAY OF THE ZEPHYR.

Dave Cole, the editor of TWOTZ, has corresponded with Von and I to reveal an article in the Jan-Feb 1997 issue of his magazine written by Jim Farrell. It appears that another earlier Russian flight, with a similar A/C, navigated the North Pole route and landed short of fuel in Washington state. A Lincoln dealer read about the plane and drove a '37 Zephyr out to the field to have it photographed with it. The next days newspaper ran the picture and the caption noted the similarities between the water cooled Zephyr V-12 and the Russian water cooled 950 hp V-12.

The VC is very appreciative of Von Hardesty's continued support with interesting articles and pictures. ED.



UP FRONT WITH THE PRESIDENT



OCTOBER 2006

Here comes Hershey! I've got my list of Hershey needs together and I'm dragging out the camping gear. Seems like Hershey always has some changes in store and this year is no exception. The White Field is no more (too bad because I always thought that was one of the more interesting fields for the early Ford V8ers). Now we have the Orange Field and a new location for the car corral. I'm sure there will be other changes as well, just to keep it interesting. We're not even sure where we'll be camping but the advance party of Cliff Green, Bill Selley and Hank Amster will report back once they find a suitable location. This year we'll man a booth near Dennis Carpenter's tent to promote the 2007 Eastern National Meet and have our V8-60 on display there. Stop by and visit the booth. Stay a while and help publicize the meet.

The other fall event in October is the Lebkicker Tour, one of our major events of the year. Our dynamic duo of Ken Burns and Don Lombard have planned what promises to be yet another great tour in this annual series. It will be centered around Hagerstown, MD. You need to do two things for this tour. First, vote for your selection for the Lebkicker Award. You get three votes for whomever you think has done the most for the club this past year. You can cast all three ballots for one candidate or spread your three votes around. What a deal! Details on how to vote are elsewhere in this Valve Clatter. Second, you need to get your early Ford V8 tour-worthy so you can drive it on the tour. (And, if you can't do that, you need to plan to drive your modern car. We promise you that we'll go slow enough that you can keep up.) Third, (okay, I know I only said there were two things, but this is important) call Ken or Don and let them know you are coming and call the motel to make your reservation (okay, so that's four things).

Patty and I went to the Armed Forces Retirement Car Assembly today. Nice day for the show and a hundred cars were there, including those of Hank & Cindy Dubois, Leo Cummins, Frank Martin, Don Hill, Tommy Lumpkin, Red Vaughn and Patty & me. Clem Clements was there, too, but opted to drive an older car. The residents sure seem to enjoy the cars. Tommy Lumpkin won the award for Most Unique Car for his 1938 sedan and Red Vaughn won 2nd Runner up for his 1940 Lincoln convertible. Also, while this happened last month, I'm not sure it got reported: Frank Martin's 1951 sedan took an award at the Clifton Car Show for the Best of the Fifties. Congratulations to all of you!

Fall is a great time for pictures of your car. If you haven't sent one in to Jim LaBaugh for the club calendar, you should do so. The deadline is November 1. (Hint: According to Don, there will be some great locations for car pictures on the Lebkicker Tour.)

Wasn't that a great program on KR Wilson Tools that Eric Sumner initiated? With all the good programs we have, we're always in danger of running over on time, which gets us in trouble with Fairfax County. One way around this is to make sure we get there early and start the meetings on time. The gavel will come down at 7:30 pm sharp at the next meeting.

Finally, I took a three-day course on retirement not too long ago. (I know a course on how to retire? Patty says I don't need a course: just quit! But, seriously, retirement does have some complications: whether to take out an annuity; roll over into an IRA; how to apply for any pension and SSI, etc.) One of the best parts of the course was the session on transitions: how to plan your days; importance of socializing since you won't be doing it at work; maintaining space, keeping mentally challenged and alert, etc. When the instructor, covered being mentally alert, he used three examples over and over: doing crossword puzzles; doing si do ko; and working on cars. At the break, I asked if he worked on cars and he said, no, but he had noticed that those who do in retirement seemed to maintain their mental edge more than those who don't. So, next time Patty asks me about getting some yard work done, I may just have to let her know that it's more important for me to practice maintaining my mental edge by doing a little work on the car. Hope you can do the same.

JOHN

SEPTEMBER MEETING

K.R. Wilson Tools

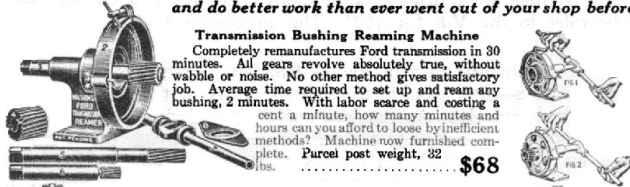
Editor

We had a packed house at Nottaway Park for the presentation of K. R. Wilson Tools. Eric Sumner started the program with a background of Wilson and his relationship with Henry Ford.

During 1918, he designed the first "Service Tools" for Ford cars. Wilson came up with a tool that reamed bushings on the transmission of a Model T.

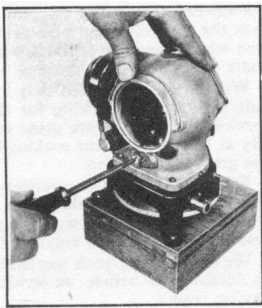
SAVE $\frac{2}{3}$ OF YOUR LABOR COSTS

and do better work than ever went out of your shop before



He demonstrated the tool at a trade show and soon, 17, 400 were ordered and he was on his way. Wilson provided specialty tools not only for Ford but for other models as well. "K.R. Wilson continued to invent, perfect and manufacture these Ford service tools in increasing quantities, selling to Ford dealers through direct mail advertising and displays at auto shows." Wilson was able to get an audience with Henry in 1926 and a relationship was formed.

"The Wilson firm stayed in close collaboration with the Ford firm for a quarter of a century. In 1948, the Wilson achieved what was hailed as a near-miracle of manufacturing when they designed and manufactured complete sets of desirable service tools for all Ford branch schools in just 21 days from blueprints to finished units. This achievement was necessitated by the appearance of an entirely redesigned motor car, the 1949 Ford. Once these tools were accepted, sufficient sets were produced in less than five months and delivered to 85% of the Ford dealerships in the United States. Wilson produced hundreds of thousands of special tool items for every model of Ford, Mercury, Lincoln, and Ford trucks, and these KRW products are scattered all over the world". (Adapted from "Progress with a Past, Arcade 1807-1957" by Harry S. Douglass).



Several members brought in their KRW V-126 distributor timing fixtures. The early version, in a wooden box, only served to set the timing – the points had to be gapped with a feeler gauge. The later version, in the metal box, has a dwell scale that allows the points to be adjusted perfectly. The tool comes with adapters for the 6 cylinder and V12. The coil

should be mounted to properly set the timing. This fixture is in high demand and expensive (\$300+).



Top :Through the looking glass.

L – R: **Eric Sumner** reviews the history; **Alan Wheilhan** brought lots of tools; **Butch Myrick** with complete cylinder sleeving set; **Hank Dubois** has a mystery device; **Ken Burns** displays brake adjusting tool.

Rebirth of a '35 Cabriolet

Hank Dubois

As many of you know, In March of last year, I was fortunate enough to purchase a very solid and complete early production '35 Cabriolet from a gentleman in Clifton who had inherited it from an uncle in the '60's. The uncle had purchased it new in New York City and the original bill of sale came with the car! The car was unmodified except for a latter flathead but had been cosmetically worked over in the early '70's. A lot of the work that had been done was not the best and/or not correct but I thought I could live with it until I got the car roadworthy. I could then work on the exterior/interior of the car bit by bit a la the way Ken Burns had restored his first woody.

My original goal was to make the car a nice No. 3 driver. However, the more I dug into the car, the more I realized that it would make a lot more sense to start from the ground up rather than just trying to fix the poor/incorrect work that had already been done. For example, the larger rust holes in the car's floor pan had been roughly patched but quite a few smaller holes remained. And, when I removed the running boards, I found some serious rust through on the frame's side rails which I didn't realize was there but which is not unusual for '35-'40 cars. I knew I wouldn't be happy if these problems (and others like the poorly done body work) were not properly corrected.

My current goal is to correctly restore this rare V8 example to at or near No. 1 condition. This will include professional restoration of the frame and body, installation of a correct interior (which I plan to do), restoration of top irons and installation of a correct top (with professional help), and complete mechanical restoration (which I plan to do myself). I will be using many of the nice original '35 parts I've been accumulating over the years on this project. For example, several years ago, I was able to acquire everything except the sheet metal and frame from a 16,000 mi. early production '35 3-Window Coupe which was being street rodded. I've also got some rare accessories like a correct open car radio, glove box clock (1st year for such clocks), correct Columbia 2 speed axle, and luggage rack which just have to go on this car. Cindy and I have pretty much decided that the color will be Washington Blue with Tacoma Cream stripe and wheels. This was not an original factory applied color combination but it was authorized by Ford for dealer application on new cars in the spring of 1935. This should be one sharp V8!

Right now, the car is almost completely disassembled. All that remains is to remove the engine/transmission, steering column/box, and mechanical brake cross shaft and to loosen the body mounts. The car will then be ready to send off for body/frame restoration. For this, I have purchased new reproduction floor pans from Paul Bradley in North Carolina and will pick up a new rumble seat riser from him at Hershey. Frame repair sections will come from Precision Coachworks in Massachusetts and body patch panels will come from Mac's or Drake and EMS in Ohio.



While the body and frame are being restored, I plan to be busy restoring the engine and running gear. Hopefully, I'll be able to start putting some of the pieces together when the body and frame are finished. This will be my first frame up restoration so it should be pretty interesting. I'm pretty confident I can do it but I may be calling on some of our more experienced NVRG members for advice now and then! NVRG members are welcome to stop by anytime to check on my progress and ask questions. I'd also be happy to host a garage tour for the club as restoration progresses. Will the car be ready for our '07 Meet? I really don't expect that it will be but who knows?

They're still out there....on Craigslist.

Eric Sumner

A friend of mine introduced me to Craigslist some time ago and I've been a fan ever since. Craigslist is an on-line "community" where people can advertise jobs, real estate, appliances, cars, trucks, parts, a ball of string, or what ever they have to sell. There is even a free section. It's the cars and parts that interest me. Most cars up for sale on the site are late model used cars, but every now and then you can find a "classic" listed. So as I was scanning the ads one day last month, I found an ad for a 1941 Ford Truck "Unrestored." After a few inquiring emails to the seller, I arranged a time to give it the once over. With my team of Early Ford V8 inspectors, my sons Eli and Nate, ready and willing, we headed to Bethesda, MD.

Initially I passed on the truck, much to the disappointment of my inspection team, due to the condition and the asking price. But the story didn't end there. After several days of second guessing my decision I emailed the seller an offer and it was accepted. Now, a word of advice, the phrase "don't tell Mommy" apparently means TELL Mommy before she even gets a chance to remove her keys from the lock on the front door when getting home from work!

The following weekend I was able to round up Dave Westrate, Hank Dubois, Mark Luposello, and John Ryan for the extraction and transport. In order to remove the truck we

had to move a 1958 GMC NAPCO 4X4, which of course was inop. So we pumped up the tires and pushed. Once the Ford was out and accessible, we loaded up two pickup trucks with various pieces of drive train and sheet metal and called a flatbed tow truck to bring it home. Once I got it home, bolted the front sheet metal on, and gave it one more once over, my inspection team and I agreed it was a good buy. It needs a lot of work but I'm sure I can get the help I need from our club, always ready to lend a hand when called upon.

Give Craigslist.org a look - you might be surprised at what you find.



Is this guy happy, or what?



ARCHIE CANTRELL AUCTION

Clem Clement –

With all the talk and hype about the Archie Cantrell auction, Chuck Shaw and I just had to get in the middle of things. We roared off at 4 am last Friday and arrived at the roaring metropolis of Littlestown, PA at 6:01 am.



They opened the doors of this huge former industrial building about 7 am and it is chaca-bloc with several cars and the rest parts. We wandered in awe of the volume of stuff. There was an effort to organize but fruital. The action started at 9 am with Model T and A stuff in trays. They worked on trays full of parts that lined the center tables. The full planned day of stuff to be auctioned was finished by 11:15 am. Then the panicked and started flinging stuff from everywhere, just to continue the auction. We started with about 75 people and the crowd dwindled to 30 or so. This continued till about 2:30 something when they quit.

In the fine print the auction notice said Ford sheet metal would be sold on Sunday. It boldly said that Ford stuff would be sold on Friday and that is what the crowd was there for. So late in the auction they ran some Ford sheet metal thru. They gave it away.

I wanted a bumper cheaply: they piled two lots together and I got about 10 bumpers for \$5. Then a guy wanted to buy one of them for \$20 so I made out OK. I'll take the rest to Hershey and leave them there. I did get a tray of wipers, eV-8 several hood releases and some misc. stuff including an inner rear fender for a 39 Merc which I'll gladly give away. There were about 20 boxes of trains there, but I could not get them to run them thru the auction gauntlet. All in all it was a fun day and I would not have missed it for anything. I have not heard about subsequent auctions.

We did take the time to chat with Archie's widow and his son Steve. This was a painful day for them and we did our best to to help them thru the challenge.



DRESSING UP FOR THE STATION WAGON

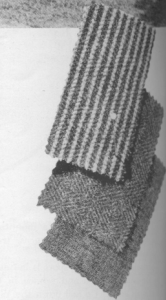
By DOROTHY DIGNAM

A NEW social status has our Ford station wagon! Every day now, you read in the debutante columns that Sally Somebody was seen leaving Cedarcrest in her station wagon with a committee load of league girls. Women who once considered the small roadster the only smart personal car are now carried away (quite literally) with the sizable and sociable station wagon.

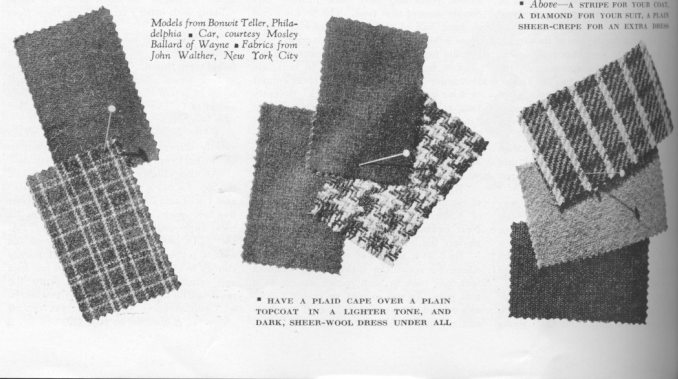
In the De Luxe you can request any one of seven colors to combine with the varnished maple-body. Or, like the world's fair officials,

you might order a solid color over all. This gives you virtually an eight-passenger party wagon and suggests what we mean by dressing up to the De Luxe!

Tweeds, of course, are traditional. But John Walther's tweeds are transcendent! They match up . . . we pulled some right out of the mills to show you. A stripe in coating-weight, for instance, will have one or more weights of plain woolen dyed to match up, or pick up some luscious color in the pattern. And when they start showing me parma violet and dusty pink, or mustard, pine green and plum . . . they can just pull the wool over my eyes and leave it there!



• ABOVE—A STRIPE FOR YOUR ONE A DIAMOND FOR YOUR SET, A PLAIN SHEER-CREPE FOR AN EXTRA 99¢



Models from Bonwit Teller, Philadelphia • Car, courtesy Mosley Ballard of Wayne • Fabrics from John Walther, New York City

• HAVE A PLAID CAPE OVER A PLAIN TOPCOAT IN A LIGHTER TONE, AND DARK, SHEER-WOOL DRESS UNDER ALL

The fashion editor of the *FORD NEWS*, Dorothy Dignam says this in the August 1939 issue:

“A new social status has our Ford station wagon! Every day now, you read in the debutante columns that Sally Somebody was seen leaving Cedar Crest in her station wagon with a committee load of league-girls. Women, who once consider the small roadster the only smart personal car are now carried away (quite literally) with the sizable and sociable station wagon.”

She goes on to suggest that tweeds combine well with the varnished wood. You would then be dressing up to the “De Luxe”. The ad is not in color, so all the reader can discern are the material patterns.

The models are from Bonwit Teller, Philadelphia, no less. Now you station wagon ladies have an idea on what to dress up as on the coming Lebkicker Tour! You had know idea about how classy you look riding with all that varnished maple – just like a debutante

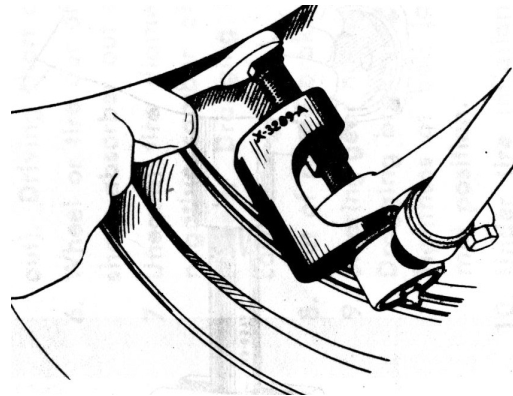
TECH TIPS

Clem Clelment

I found that I needed to readjust my drag link on my '39 pickup. I had installed an NOS one without adjusting it and the steering wheel was cocked a bit to the left. It was explained to me that that means the gears are not riding on the center of their travel.

So I get my fork out and a Beeeee Hammer and remove the tie rod nut and begin to use the fork, and a strong voice comes in both ears. “Rich, what did I teach thee back in the 1956 about removing tie rod ends?” My Uncle, R. Raeman Borden, passed low these 48 years ago this month, had carefully taught me how to remove the tapered tie rod end. His voice was as clear now as then: remove the nut, then turn the wheel so you can get a good shot at the arm with the tapered hole in it. He had a wonderful 3 # hammer on a 6 inch handle that he loved. It was just for this purpose, to get wrist-power in a confined space. I have such a hammer and ran for it. By whacking the tapered hole on the spindle as it sits, so the shock of the hit is absorbed by the spindle pin, the tie rod end drops out very easily. The hole ovals just a bit and out comes the tie rod end. I sure cried thanks to Uncle Raeman and to the POWER.

An alternate method would be to use the correct tool – KRW – 3289-A, as pictured below. Now go find one at Hershey. Ed.



MEMORBILIA Editor



How about this neat banner! I spied this in an antique shop out side of San Diego years ago before I started to collect 1936 items. It measures 5' x 3 1/2' and I think it was around \$350. I have not seen one since.

12th Annual Lebkicker Tour

Friday – Sunday, October 27, 28, 29 2006

Tri-State Regions of MD, VA, and WV

Friday, Oct 27

- Depart from **Fair Oaks Mall**
- Travel Our Scenic Route to **Middletown, VA**
- Visit the **Rt. 11 Potato Chip Factory**
- Travel up the road to **Winchester, VA** and enjoy our lunch stop at the **Cork Street Tavern**, combined with some time for exploration and discovery of the historical past among ample boutiques in the pedestrian friendly Old Town section.
- Continue northward to **Hagerstown, MD** which has prospered to this day as an intersection of the **Great Valley** formed by the **Cumberland** and **Shenandoah** and the **National Pike**. Our lodging for the next two days will be at **The Plaza Hotel, Hagerstown, MD (15 King rooms with breakfast coupons are held under “Early Ford Club” at \$109.89 tx incl.)** Call 1-800-732-0906 before Oct 8 to reserve your room. Order your evening meal from the menu at the near-by **Crazy Horse Steakhouse** (vegetarian meals accommodated).

Saturday, Oct 28

- Following breakfast, we head west along the **National Pike (Rt. 40)**, stopping at the country’s oldest and longest stone arch bridge and dates from 1819. It connects to the typical mid-19th century crossroads hamlet of **Wilson** which has a general store, church, post office, school, and barn. This, the other, **Wilson Bridge** crosses the **Conococheague Creek**.
- We’ll pass through **Clearspring**, an old trading village named for a spring so large that it was used to turn a mill wheel. Federal-style buildings line both sides of the pike for about a half mile.
- Continuing over the National Pike, we’ll stop in **Hancock, MD** and Visit the with a Park Ranger at the **C&O Canal Museum & Visitor’s Center** which has an exhibit on canal life and a 23-minute movie on the history of the canal.
- Travel south into the town of **Bath, aka Berkley Springs, WV**, and pick a favorite luncheon spot from the many interesting, and unique establishments. Enjoy free time for the variety of activities available, including: walking tour, several antique malls, and the Berkley Springs State Park.
- We then stop at the **Sideling Hill Exhibit Center** which provides geology exhibits explaining the 340-ft. deep road cut in Sideling Hill. The road cut has exposed layers of rock in the form of a syncline, which are more than 340 million years old.
- Our diverse return path will bring us once again to the village of **Wilson** for some excellent photo shots. (think Club Calendar potential)
- The award banquet will be held at the Plaza Hotel’s **Fireside Restaurant**. Entree choices include: 12 oz Prime Rib \$17.95, Crab Cakes-\$20.95, Chicken Marsala-\$14.95. All include salad, potato and vegetable. Vegetarian dishes are also available.

Sunday, Oct 29

- After breakfast and hotel checkout we follow scenic routes to **Emmitsburg, MD** and stop at the **National Firefighters Memorial Park**, where fallen firefighters are honored. We are invited to a buffet lunch in the dining hall for \$6.20 pp, tax included.
- Continuing south through **Thurmont**, we are lured by three mid 19th century **Covered Bridges** of: **Loy’s Station, Roddy Road, and Utica Road**. (Even more photo opportunities.)
- We continue on south to **Frederick, MD** and back into **Virginia** via **White’s Ferry**.

Reservations for this tour are requested. Names of those planning to attend the National Firefighters Memorial Park must be submitted one week in advance, and each person must bring a Photo ID. trip (all of you, we hope), contact:

Don Lombard: 703-690-7971

don.lombard@verizon.net



OUR '36 TUDOR

Rob Doudrick



Our knowledge of the car's past is somewhat limited, to that of the previous owner and what he conveyed in conversation and some supporting evidence based on the title and other documents he passed to us. The seller was a friend of a friend of a friend in Minneapolis, MN. Other than a paint job some years back that was applied pretty well and so holding up and an interior upgrade that was not as good, the car is as best we can tell original. All indications are that the odometer at 38,000+ is pretty accurate and the origin of the car in Utah is supported by the older paperwork.

The black re-paint, features a double red ring at the belt line rather than what was probably the "apple" green from the factory. When the car was re-painted, neither the running boards or any weather stripping were replaced. The rear tires are Allstate white walls. Those in the front were manufactured by US Royal and are fitted with "Portawalls." All four are still pretty good. There is only surface rust on the frame and underbody as one would expect from a low-mileage car from the Southwestern US. The gearshift knob has been replaced with an interesting one from a V8 meet in Colorado several years back. Again, although circumstantial, it serves as further evidence of a mountain states origin.

The car is modified from the original in only a few other ways as I can discover, all cosmetic also. It has beauty rings on the wheels, and the spare tire cover sports a shiny ring on the face, probably one from a Deluxe model. As would be expected on a Standard, the radiator and horn grills are not polished, and it has only a single horn, one tail light, on the driver side, and single wiper as expected. The steering wheel is standard and the dash ashtray is mounted centrally and rotates on the vertical to open and close, it lacks a radio. It was probably equipped with one as an aftermarket item at some time however because there is a 1" hole in the cowl where an antenna might have been mounted. I closed the hole with a black plastic plug for now. There is no evidence where or how that radio was mounted. Two non-factory holes in the firewall to the left of the steering column don't strike me as likely mounting points, as they don't seem large enough for bolts that would be substantial enough to suspend or attach a box as large and heavy as an older model radio, so probably something newer?

Still leaves me wondering then what the holes were about.

Since acquiring the car I have found it necessary to replace the shocks and links, the originals either missing or beyond repair. I had to replace none of the gauges, finding only problems with connections, lines, or in the case of the gas gauge the sending unit was shorted, requiring replacement. The stoplight switch was bad and needed replacement, too. I also have had to spend some time and effort under the hood with the carburetor, and ignition and generating systems. Checks along the drive train found it to be within acceptable tolerances. I have checked also and adjusted only slightly the mechanical brakes/linkages, finding them satisfactory, and in my opinion more than just adequate. I kind of like them and for now have no thoughts to retrofit the car with hydraulics.

My plans for this winter are to perform the minor maintenance items one expects and a couple additional small repairs and replacements, most notably the spring activating one of the hood latches is broken and all the hood bumpers are deteriorating, requiring replacement possibly of some to avoid damaging the paint. I also may need to find someone able to do a diagnostic on the distributor. Because the car barely ran when we bought it, one project was to rebuild most of the distributor and I had the coil done, too.

I rebuilt the Stromberg 97, also. The engine however is still running a bit rough, in a way that to me feels like the timing may be off somewhat.

Oh and compression checks okay. Occured to me only now, I should of thought to ask you to listen when we were together there in Manassas. You probably have a better ear for that sort of trouble than me. Anyway all these later are projects that can wait until winter. Maybe I can catch a meeting this winter too.

More immediately, we are supposed to have the car in the Warrenton Heritage Days Parade this afternoon but the weather doesn't look favorable. The event organizers saw the car when we took it to a local Boys and Girls Club Show, they liked it and asked us to be in the parade. Hate to disappoint them or me but we have treated the car to only fair weather since adding it to our garage. Guess we'll see.

EMAIL BAG

John Girman

At Clifton, I was really turned off by the show and didn't take any. Too many new cars (I estimate between 5-10% were 1995 and later, with several 2006 cars!) and too many bikers. (The final count at Clifton was 135 motor cycles and 325 cars) Frankie Martin's car took a trophy for Best of the Fifties at Clifton

Jim McDaniel

Ben McDonald got my engine back from the rebuild shop today and painted it this afternoon. He got my headers and dual exhausts in last week. Am having LOTS of things done to improve the ole bus. Ben has accepted the Lebkicker tour as my deadline, and has assured me he'll get it back to me by then. I plan to tour with you then. Really looking forward to getting it back on the road.

EMAIL BAG (continued)

John Girman

Went to Vern Parker's Show yesterday. Saw the Blums, Burns, Westrates, Don Pauly, Rick Parker and Leo Cummings. Good show with a lot of nice cars, as expected. I think I have a new member with a couple of '53 Fords who lives in Manassas.

Went to Clifton today. Getting too big, 400 to 500 cars. We got there about 9:00 am and had to park at the Hotel across the RR tracks. Too many of the cars are 2001 or newer. Saw Bob Burke, the Burns, Frankie Martin and Tom Shaw. Frankie got there at 8:00 am and had to park on one of the side streets. Also, Paul Gauthier and Al Whelihan were there.

And Now the Rest of the Story....

Ken Burns

Many of you know that several years ago the Club was distressed to find out that Richard Rosenthal (owner of several dealerships in our area) had recently acquired a beautifully restored stock 1936 Ford Roadster and was about to send it off to a shop in California to be turned into a Hot Rod. Hank Dubois headed up the Club's effort to dissuade Mr. Rosenthal from butchering an award-winning car and suggested that since he was going to make extensive modification to the car anyway, it might be just as practical to start with a car that would require work whether it was going to be restored or rodded. Alas, our pleas fell on deaf ears and the Roadster was shipped off to the rod shop in California.

Fast forward to Labor Day weekend and Vern Parker's *Out of the Past* show. David Blum introduced me to Art Gould, a friend from California who's involved with automobiles out there. During the course of our conversation Art told be that he was at the Nick Alexander Open House and BBQ in February so we compared notes about what a great show it was. He then went on to say that he was aware of our Regional Group's effort to save the Rosenthal roadster and had some information about what had happened to the car. Art said that the car had, in fact, been extensively hot rodded; that basically the body and sheet metal had been removed from the chassis, modified and placed on a custom built frame with all modern running gear. Art visited the shop where the work had been done and found the original restored chassis just sitting over in the corner of the shop gathering dust. He inquired about the chassis and was told the shop had no idea what to do with it. Art immediately spread the word among all of his Early Ford V-8 Club friends in Southern California that there was a complete, restored 1936 chassis available at such and such shop. In no time at all an Early Ford V-8 Club member scooped up the chassis and stuck it under a 1936 Cabriolet he was try to bring back from being hot rodded. Seems the Cabriolet had a fairly stock body but the frame had been modified extensively to accommodate an OHV motor and probably an automatic transmission and open drive shaft. The

Rosenthal chassis was instrumental in returning a former hot rod to the ranks of "As Henry Built It."

And now you know the rest of the story....

Clem Clement

Well sir I gotta tells ya, Them Bull Runners done scored a home run with their show and its new location!!!! Yeppers moving from the lousy fairgrounds to the Manassas museum ground was a smart move fer sure. They gots themselves a winner here. Next year they will need more space for sure!



I arrived about (sum kinda dull because I had not coffee as yet. I got my morning stand up briefing from Ms Sandy who did not even get outa bed to send me off with the usual fanfare, bands, eggs benedict or any bowing or scrapping or nuthin.

AACA had things set up right. They rolled us right in, I parked with the Model A's and a coffee and donut jumped right on me. True leadership understands that coffee and a donut comes before registering or waxing or anything. The true leader of the bunch - Not Mike Jones - but his daughter- gave me a high five and I knew all was well. Mike- my hero- was arunnin about making leadership decisions at the rate of 3.47234 per second and she was welcoming the cars into the meet. All was on grass and nice surroundings. Mike Jones, a former member of the GWC (and once a member, always a member,) has done a wonderful job with this meet and the AACA Bull Run Region. My hat is off to Mike!!

V8'ers observed: Jason Javaras, Dave Blum , Cliff Green, Art Zimmerli , Rob & Susan Doudrick, Oz Lomonds and Jerry Lunt.

We had a great day. Awards were given out about 2:30 and we scattered shortly thereafter, loving the day and the new location for the meet. Oh , yeh: next door by the restored Caboose they were having a chili cook off! I can't wait for



next year.
Thanks
AACAers
for a
great job.

BACK PAGE PICTURE

Another picture from Von Hardesty's file of the Russian airplane that landed in California. More from Von:

Levanevsky, a famed Soviet pilot of the 1930s, had argued that no one should attempt a transpolar flight in a single engine aircraft—too dangerous in his mind. Oddly, Chkalov in June and Gromov in July flew successfully over the North Pole, while Levanevsky flying in a multiengine aircraft vanished mysterious—his plane was never found, despite energetic rescue missions by American, Canadian and Soviet airmen.



Al Mason

36702 Paxson Road
Purcellville VA 20132
540-338-4165
1934 DeLuxe Roadster

SELL/WANT

Free: Front seat frame and springs for a '51 Ford Victoria, Convert or two door. Good condition, Steve Groves
301-530-7411

Free: \$25 gift certificate from Antique Auto Battery.
Cliff Green cliffgreen@cox.net 703-426-2662

WANTED: Oil filter canister (bolts onto left head in three places) for 1951 V-8 (8BA) engine. Call Jim McDaniel, cell: 202-306-7639 or e-mail at jim.mcd@cox.net.

FOR SALE: Arcan CEH-41 4,000 lb. hydraulic engine hoist. Very good condition. Used less than half-dozen times. Have photos. About \$175 new. Asking \$100. : "Rotatable" engine stand. Very good condition. Have photos. Don't remember what I paid. Asking \$25. Call Jim McDaniel, cell: 202-306-7639 or e-mail at jim.mcd@cox.net.

ART'S SECOND '36



From out of know where, Art Zimmerli is into '36 open cars. He purchased a '36 Phaeton last year and now has purchased a Roadster that belonged to Nancy Wingdenham. This car was restored by Alan Ponton.. He won a 1st at Manassas.

DONATED ITEMS FOR THE NATIONAL MEET

Thanks to the following members that have donated items for the Chinese Auction:

Mike Gall – 1932 Ford Anniversary pedal car (new)

Bill Simons – 1932 Ford belt buckle

Cliff Green – 3x5 Quaker State Antifreeze banner
3x5 1934 Richfield Gasoline banner

The National raffle chairman, Dave Gunnarson, is seeking donations from members, vendors and companies

The Northern Illinois RG has gratuitously donated the printing of 250 color brochures and 250 early registration forms.

The Western NY RG has donated \$1,000 to our Meet with the proviso that if we make a profit, the money is sent to the next RG to hold a Eastern Meet. They have also donated, signage, table cloths, clip boards, containers, display boards, tents, flowers and other numerous items.

NATIONAL MEET UPDATE

The entire Committee met at the Hyatt for a walk through and business meeting. Everyone was impressed with the facility. We have 109 registration thus far and 14 vendor spaces.

The three raffle items are finalized and tickets will be sold at our location by Dennis Carpenter. Stop by and help man the site for an hour or two.

- 1) Rebuilt Ford V8 short block engine of you choice. **Tom Stewart of Flathead Sales and Service** is donated the block.
- 2) Stainless Steel Mechanics Tool Chest and Rolling Cabinet
- 3) Custom designed Women's V8 Oval Diamond 14K Necklace by **John Esposito of Personal Touch Jewelers**

All Committee heads report progress. Many items are finalized including entertainment, bus tours, banquet menu, BBQ at Cross Farm with blue grass band, memorabilia display and concourse/vendor parking. We are working hard to make this a memorable event. We shall need many volunteers the closer we get to June. Committee heads will be requesting your assistance

REMINDER:

- 1) **EMAIL YOUR LEBKICKER AWARD VOTES (3) TO KEN BURNS – helendandken@verizon.net**
- 2) **SEND YOUR CALENDAR PICTURES FOR CONSIDERATION TO JIM LABAUGH – jlabaugh@erols.com**



V8 CALENDAR NVRG



- ◆ 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. Contact Don Lombard or Ken Burns.
- ◆ November 8th – Membership Meeting Program: Edsel Ford with John Sweet Refreshments: Open
- ◆ December 2nd – **Annual Holiday Gala** – Country Club of Fairfax



Eh, Say Bob, what is the program for this months meeting?

Well Ben, they are going to show the images of Hershey. It is always a good program

Take it from these Virginia boys who are about to bid at the Archie Auction. You do not want to miss this annual program. If you missed Hershey, this it the next best thing!

**Refreshments:
Editor**





BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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 Historian: **Don Lombard** 703-690-7971
 Newsletter: **Cliff Green** 703-426-2662
 Web master: northern_virginia_rg@verizon.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

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 Early Ford V8 Club
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 Vienna, Virginia, 22183**