

Northern
Virginia
Regional
Group



Valve Clatter



Northern Virginia Regional Group - Early Ford V-8 Club of America

www.nvrg.org

Volume XXXIV, No.9

September 2012

Ken Burns - Editor

BBQ & V-8 FRIENDS - MMM

NVRG Annual Picnic – What’s a Little Rain When the Food’s Great and So Is the Company?

By Editor- Photos by Cliff Green and Editor



I had every intention of driving the Woodie and leading the caravan out to Art and Sarah Zimmerli’s farm in Ammissville for our annual NVRG picnic but the weather just didn’t cooperate so I chickened out and drove a modern car. We rendezvoused with the group at our usual Fair Oaks Mall meeting spot. Hank “The Fearless” and Cindy Dubois were the only ones to show up with a V-8 so they became the de facto leaders of the caravan. After a quick stop in Warrenton to gather up Jane Wild we arrived at the farm with weather threatening but still no rain. The *New Old Time String Band* was just starting to play as we erected canopies and set out the food.

Elyse Kudo once again provided a wonderful selection of wines to sample, *Famous Dave’s* provided the tasty BBQ and club members brought salads and desserts to share. Susan Randall’s kale salad was everyone’s favorite salad (she’s promised to share the recipe via the *Valve Clatter*), Dave Gunnarson wowed us with his white iced sugar cookies piped with blue V-8 logos and one of folks favorite songs was Johnny Cash’s humor-

Picnic continued on page 12



Up Front with the President



September 2012

Dear V-8ers,

Well, summer is almost over. If you've been paying attention to the news, you know that in less than two months we citizens will exercise our right to vote for President of the United States. It's one of the most important acts that a citizen can do. Although I'm sure each one of us has an opinion about who the next President should be, that opinion only means something when you make the effort to go to the polling place and cast your ballot.

Of course, being a full service Early Ford V-8 club, you'll have a chance to practice your voting skills long before November's Presidential election when you cast your ballot for the NVRG's slate of officers for 2013 in October.

Per club bylaws, (which you can find on page 53 of our 2012 NVRG Membership Handbook) we elect 5 members of the club to serve for a 2 year term. In August, I announced at the membership meeting that the club is looking for a few good candidates. Of course the follow-up question is "what makes a good candidate?"

All it takes is the willingness to get involved. You don't need specific talents or skills; just a can-do spirit and a desire to keep the club moving forward and having fun. The Northern Virginia Regional Group is very lucky in that we have strong membership - well over 120+ members and being an active club means that means there should be great cadre of talent out there that is ready to pitch in and make things happen. If you're that person, we'd like to give you your chance!

Serving the on the board means one extra meeting a month - but when you talk about old cars, that's not a bad thing! The board meets on the last Tuesday of every month except December. Our normal process is to meet for dinner (your schedule permitting) and then convene for the meeting shortly afterwards. We meet for about an hour and a half and during that time we discuss various club projects, reports from other board members, as well as planning for future events. While there is effort involved it is certainly not onerous as any one serving can tell you. Ask any board member and I think they'd tell you that it's an enjoyable part of being in the NVRG.

Currently your board is made up of the following people: Ken Burns, our editor, produces a superior product every month. Mark Luposello manages the club's property and keeps tabs on our stuff. John Ryan, as treasurer makes sure our bills are paid and that the club is always on a financially sound footing. Past president Eric Sumner coordinates our monthly programs. Art Zimmerli plays host to our annual Picnic and arranges for our winter time garage tours, Dave Westrate organizes and runs our annual Fairfax Car show. Don Lombard fills a dual role of club historian and Fall tour coordinator. Rick Parker manages the club website. Hank Dubois is an at large member who assists with tours and wise counsel. Jim McDaniel fills in for the president on an as needed basis and helps keep the board on point. Cliff Green serves the board as Ye Ol' Scribe and secretary. He handles meeting minutes as well as correspondence for the club. It's a great team, but we're always looking for new talent, ideas and input and that is were you come in.

If you have an interest, please let me know. In addition, our nominating committee will also be giving you a tap on the shoulder. If they do, please think very seriously about becoming a candidate. Your talents are just what this club needs.

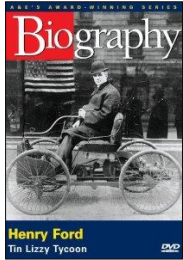
See you on the ballot? Hope so. *John*

JULY MEETING

NVRG Friends, Henry Ford and Much More

By Dave Westrate

Our membership meeting started on an upbeat note as Cliff Green was again in attendance and we had a full house. Members were encouraged to vote for John Girman for the National Club's Board of Directors and to also volunteer to be on our RG 96 Board. Dave Gunnarson is working on an oral history of club member Buzzy Potter and would like any photos that we may have of Buzzy.



Our July program began with a film from A&E's biography series titled "[Henry Ford: Tin Lizzy Tycoon](#)". Much of this history we know but the film was full of photos and film footage that was new and interesting. Remarkably, no one fell asleep!

Ford's nasty streak and his focus on hard work were highlighted and he was given full credit for the Model T, the Model A and then the V-8, but also traffic jams as he "gave the car to America." It covered his early years and his marriage to Clara Ala Bryant and the birth of Edsel, their only child. His first successful "automobile" was the Quadricycle, basically two bicycles with a putt-putt motor between. Later, his interest in race cars enticed the investors he needed to start Ford Motor Company at the age of 40. The demand for the Model T swamped his production capacity of 25 cars per day and eventually led to his famed assembly line capable of producing a car every 93 minutes. Eighty thousand people worked at the Rouge plant which was converted to war production twice. After falling behind in the sales battle with Chevy and with constant pressure to move forward from Edsel Ford, Henry was finally forced to turn to the V-8 at age 64 to get back in the game. Thank you Henry!



Iconic picture of Henry Ford stamping serial number *18-1* on the first 1932 V-8 on the River Rouge assembly line, March 10, 1932.

When Clara threatened to divorce him, Henry folded his tent and signed an agreement with the unions in June 1941 thus calming union unrest and riots. Henry Ford died in 1947 at the age of 83. As they lowered him in the ground all vehicle traffic stopped in Detroit for a moment of silence.



Stopped assembly line on April 10, 1947 for Henry Ford's funeral.

The second part of our program featured member Don Pauly relating his experiences as a Ford Motor employee in Buffalo, New York in the 1950's. The assembly plant was built on a pier into Lake Erie for delivery of components by boat and later by rail. Don's training was as a mechanical engineer but he was hired as an industrial engineer. His new boss let him know in no uncertain terms that he could not park his Chevy in the management parking lot! Don explained how the plant worked and that the line was stopped only in life or death situation as they had to produce 40 cars per hour during the '54, '55, and '56 model years.

He described the "TELAUTOGRAPH" machine which controlled the production of the cars and how they came together in the two story assembly facility. Once in a while a mistake was made when the front end of a car arrived with a different color than the body. The line was not stopped as the car was finished and then sent to the Repair Garage for a repaint. Don's job was to conduct time studies of the production workers. This required the use of a special stop watch which operated on a system of 100 parts of a minute. The objective was to have every worker put forth "100% effort all day long and go home tired but not exhausted."

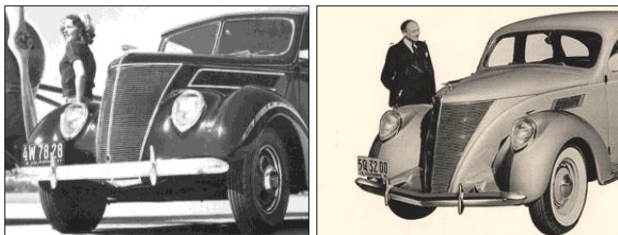
Don described in great detail the tension in the plant between the troops and management and the unions and how the pressure was always on from Dearborn. Eventually the plant was closed and the work moved to a more labor friendly place. We all appreciated Don's insights as to what it was really like to work in one of these Ford facilities.

What's Different about the 37 Ford?

By John Ryan

Never having owned or restored a 37 Ford, my knowledge of them is somewhat limited. However, I have maintained a vicarious interest in the '37s over the decades - because the styling appeals to me greatly and because the '37s have been largely underappreciated or unheralded compared to other years. On this 75th anniversary year of the '37 Ford, I'd like to outline some of the most significant advancements and differences in the '37 model line compared to the '35-36 and '38-40 models.

Styling – The exterior '37 styling was entirely new and bore little resemblance to the preceding '35-36 models. The most striking element was the grill which obviously derives from the Lincoln-Zephyr of 1936, designed by John Tjaarda of Briggs. The headlights were no longer round and freestanding, but pear-shaped and integrated into the front sheet metal. This approach also borrowed from the '36 L-Z, but in the Ford, the headlights were better integrated, set into the fender aprons rather than perched on top of the fenders. With this headlight treatment, Ford leapfrogged its major competitors, Chevrolet and Plymouth, which retained separate, round headlights until 1940 and 1939, respectively.



It's easy to see the similarities in styling in the 1937 Ford (L) and the 1937 Lincoln Zephyr (R).

Perhaps the other dominant element of the design was the shortening of the body by several inches compared to early design concepts. This results in a "chopped off" appearance in side view, most evident in the Tudor sedans and especially the Club Coupe. The rear of the '38s was restyled and lengthened eight inches to present a more pleasing profile.

Body – The all-steel top featured on the closed car bodies was perhaps the most significant engineering advancement, at least from the structural (and maintenance) standpoints. The new V-shaped windshield provided a streamlined look and still retained the opening feature (except on open bodies

as noted below). The all-new "alligator" hood was hinged at the cowl and latched in the center. Separate, detachable side panels provided access to the engine for maintenance. Gone was the 4-piece hood hinged at the center which had been the standard approach since the Model T.



Ford highlighted the safety of its all new turret top when it introduced the new 1937 models at the New York Auto Show, November 11, 1936.

Bodies featured inside stowage of the spare tire on all passenger models. Commercial models (Station Wagon, Sedan Delivery, etc.) retained the outside mounted spare. This feature had only been used previously on the '36 Convertible Sedan. Removing the spare from its historical position on the rear of the body dramatically modernized the appearance at the rear.

The model lineup for '37 consisted of 11 passenger models (plus the Sedan Delivery, Station Wagon, Panel Delivery, Pickup, etc.) on the familiar 112-inch wheelbase chassis. This model lineup was largely the same as 1936, with a couple of exceptions. First, an entirely new model was introduced: the Club Coupe with its inside rear seat and quarter windows. Offered only in Deluxe trim, it essentially replaced the very stylish ("3-window") Deluxe Coupe which was gone forever.



The passenger in the rear seat of this stylish 1937 Deluxe Club Coupe no longer had to sit outside in the rumble seat and hold on to her hat. She sat inside in comfort with her friends wearing her hat and took part in the conversation.

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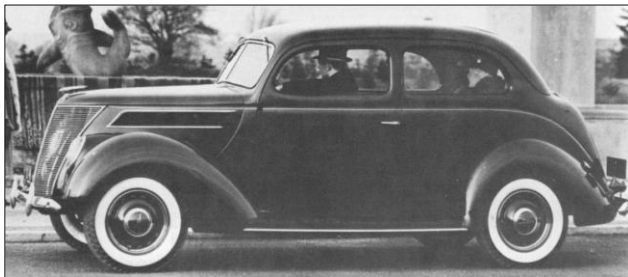
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Second, both the Roadster and Phaeton adopted fixed, painted windshield posts integral with the cowl in '37, very similar to the Cabriolet and Convertible Sedan. With this change, the side-curtain models lost most of their pizzazz. Roadster sales in this final year were only 1,067 units. (The demise of the phaeton would come the following year). All open models, with their fixed windshields, introduced the cowl-mounted windshield wiper, foretelling the end of the crank-out windshield and header-mounted wiper in the closed models in later years.

The '37 model lineup continued with two styles of sedans as in '36: the conventional "slant back" Tudor sedans and the Touring Sedans, with their "bustle-back" styling. The flat-back styles would not be available in 1938, a prescient decision given the low production that year.



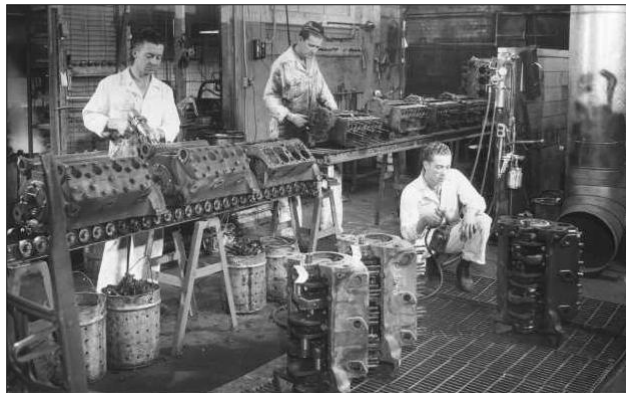
It's easy to see the difference in the trunk silhouette between the Tudor Sedan above and the Touring Sedan below.



Engine – 1937 was very much a transitional year for the 21 stud, 85hp, 221 cubic inch engine. All '37 engines used the insert-bearing, larger-diameter crankshaft introduced partially in 1936. New in 1937 was a redesigned block casting with water pumps in the block instead of in the head. In this much improved design, the pumps pushed water through the block from the bottom rather than pulling it out from the top. (This design had been introduced in the new Lincoln-Zephyr V12 engine in 1936.) Cylinder heads, with their new center outlets were mostly (but not entirely) produced in cast iron instead of the aluminum used in all '36 passenger cars. The 1937 engine was used in early production 1938 vehicles until manufacturing of the new-for-1938 24-stud engine had been ramped up sufficient-

ly to meet all production needs. So the 1937 engine is a bit unique, sandwiched between the top-pump 1936 engines and the 24-stud '38 engines.

Another important fact about the '37 engine: in addition to being a transition engine from 21 to 24 studs, it became the factory replacement engine for '32 - '36 Fords and many thousands of them were used as such. In the replacement, Ford supplied special block-off plates to seal off the water pump openings in the block. The '36 heads (for dome top pistons) with head mounted pumps along with the '32-36 engine mounts were used to complete the installation.



Titus Ford in Tacoma, WA, was a Ford authorized engine rebuilder. This 1947 photo shows 2 rebuilt engines with '36 heads destined for '32-36 cars and at least 4 six cylinder engines.

In terms of advertising hype and sales, perhaps the biggest technical news for '37 was the new 60-hp engine. Introduced in 1936 in foreign markets, this diminutive engine displaced 136 cubic inches, produced 94 ft-lbs torque, and had several unique design elements quite distinct from the 85-hp engine. The 60-hp engine was promoted as providing the economy of a 4-cylinder with 8-cylinder smoothness. This appears to have been an effective message since fully one-third of 1937 buyers opted for the 60-hp engine!

Despite its popularity, the 60-hp vehicles were notoriously underpowered for U.S. conditions. The most extreme example was a 131" wheelbase truck with a 60-hp. For these 4,500+ lbs trucks, most of the 60's were soon burned up and replaced with 85-hp engines. As a result, only the 85-hp engine was available in trucks in 1938. Apparently, the general public figured this out because in 1938, the 60-hp captured only 16% of passenger car sales. In comparison, the previous economy option, the 200 cubic inch Model B engine phased out in 1934, although rated at only 50 hp, provided a robust 127 ft-lbs. of torque - 35% more than the V8-60! A head-

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to-head driving comparison would have been very interesting.



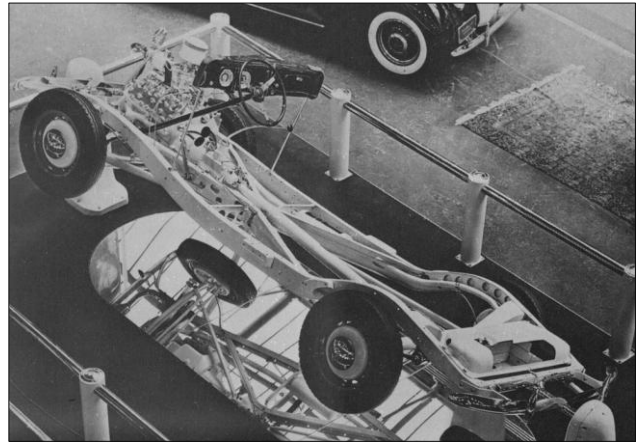
Henry and Edsel Ford at the introduction of the new 1937 Fords available with both 85 (L) and 60 (R) horsepower V-8s.

Chassis – In 1937, the styling-driven need to lower bodies finally became irreconcilable with the rod-operated mechanical brakes which required a straight line between brake cross shaft and spindles and/or backing plates. Still unwilling to adopt hydraulic brakes (as Chevrolet had done in 1936), Ford for '37 “solved” the conflict by using a new cable system for actuating its familiar mechanical brakes. (The cables were yet another design idea adapted from the '36 Zephyr.) However, these brakes were likely the most troublesome and criticized part of the new car. Among other issues, the cables were especially prone to freeze-up in winter.

An entirely new design steering gearbox was introduced in 1937. The previous worm and sector design was replaced with a worm and roller, again adapted from the '36 Zephyr. The gear ratio was increased to 18.2:1 (vs. 17:1 for 1936), thus completing the move to ever lighter and slower steering almost each year beginning in 1933. The new design was so successful that it was used in cars through 1948 and in pickups through 1956 (albeit in drag link form).

Buried deep in the chassis was a new solid driveshaft with a support bearing in the center. This design change was probably driven by economics. In '35-36, the driveshaft was 8 inches longer than in '33-34. Consequently, the diameter of the tubular driveshaft had been increased to the maximum possible within the confines of the torque tube to reduce whipping. This massive driveshaft, with its tapered ends, had to have been extremely expensive

to produce compared to the new solid shaft design.



A rotating cut away 1937 chassis on display at an auto show. You can see the 2 large round gauges (mentioned in the paragraph below) in the dashboard. The oriental throw rug is a nice touch!

Interior – 1937 marked the first year for the two large round gauges, one speedometer and one combination gauge set. This dash panel style would continue through the 1939 models and is one of the most attractive interior design elements of Fords of these years. The hand brake lever was removed from its traditional position on the floor next to the gear shift lever and placed on the left side, under the dash. Also in '37, the starter switch was changed from being foot-operated to a push button on the dash. These later two changes cleaned up the front passenger compartment.

Sales Results – Did the styling and engineering advancements result in more sales for the '37 Ford? Yes, production of '37 Fords passenger cars increased 14% over 1936 and Ford nearly surpassed Chevrolet for top spot in the low-price market. In 1938, sales industry-wide dropped precipitously (by nearly 50%) due to a severe economic recession and grew only gradually in the following years. Thus, Ford's production of about 850,000 passenger cars in 1937 would not be exceeded until after the war. Given these high production numbers, it is perplexing that there are so few '37s seen today.



Henry in his first car, the Quadricycle, and Edsel in his 25th million, a 1937 Deluxe Fordor Touring Sedan in the Dearborn Rotunda.

Nostalgia Drag Races

By John Ryan

Attached are photos of the only flathead powered car I found at the Nostalgia Drag Race event at Old Dominion Speedway on August 18th. Notwithstanding the dearth of flatheads, this was a great event (even though rain put a damper on the drags). It has been held annually for the past 5 years and brings out many of the old timers and their cars. A highlight for me was a complete set of drag cars and drivers from the locally famous S&S Speed Shop in Falls Church. These guys set numerous national records in the gasser wars of the mid-60s. Unfortunately, this was probably the last year for the event because the speedway reportedly has been sold and will be redeveloped. I have more photos for any who are interested.



Who Can Identify This Equipment?

By Jim McDaniel

I got this photo from an old high school buddy of mine. Anyone familiar with this dual-plug flathead?



John Ryan Can

Jim – this is an interesting engine in several regards. The heads are Elco twin-plug heads, well-known among flathead hotrodders. Probably produced in limited numbers back in the day (1930s), they are now being reproduced (about \$2,000 per pair). OK so far, but how do you feed the spark to 16 plugs verses the usual 8? Originally,

these were mainly intended to be used with a pre-war Nash Twin Eight distributor on a special right angle drive bolted to the front cover of a pre-49 engine. The interesting thing about the pictured engine is that it apparently uses two 8-plug Vertex magnetos to fire the 16 plugs. The two magnetos would require a dual angle drive - a very special item indeed. Unfortunately, that drive is not in the photo.

Other points of interest: The supercharger looks to be fairly straightforward modern installation with a multi-V belt drive. Appears to be installed in a '32 with modified firewall, etc. The block is an '49-'53 "8BA" with the pre-'49 type heads. Headers look pretty unusual but I can't tell too much from the photo. Thanks for the eye candy.

Allen Ponton Adds

Guys, That's a great looking engine. The heads I have seen before. That's really not the problem. The hard part is finding the Nash distributor or a V16 Cadillac distributor to run the plugs. They are rare. Enclosed are pictures of an engine I built for my '34 three window. Maybe some of the guys in the club would like to see it.



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New Garage Purchase

By Von Hardesty

August 9th – Things appear in place for closing Monday, August 13th (*it did take place then. Ed.*), for my purchase of an old brick garage in Middlebrook, VA. We sold our Grottos farmhouse with my old (and beloved) garage, which stored my cars and "stuff" for nearly a decade. Being homeless, I have looked around for some temporary storage even as I pursued the quest to find a suitable garage alternative. For years, I have lusted (not too powerful a word) for a 1920s-era garage in Middlebrook, about 10 miles South of Staunton. My overture to buy the garage was timely, the owner who runs a repair shop in the building, was ready to downscale and move his operation of his own property. The garage was once a Ford Dealership in the 1920s; you can see where the showroom was once located. The owner has collected a lot of historical literature on the property, which he plans to share with me. It is large, very clean, and he will be leaving a lift for me, plus some vintage oil cans that were once part of the original operation. As you might imagine, I am quite excited about the acquisition of the property. The locale has been the site for an antique car show each Spring, a tradition I hope continues. You can get a glimpse of the building by looking for Rosen's Garage on Facebook. I will try to share some pics later when I have full access to the building. Does anyone know how I might find out about the old Ford dealership? Is there a listing some place or in the Ford archive?



Rosen's Garage as it appears on Facebook.

August 10th – Cliff Green: Boy, that is exciting – what every EFV8 member desires, but will never happen. Congratulations!

August 10th – Von Hardesty: The owner, Ted Mooney, told me that the garage once housed a Ford dealership. He has accumulated some interesting data and images on the history of Rosen family, the first owners who built the garage (they were an old family and served in Robert E. Lee's Army). He plans to tell me more. I understand the Ford dealership appeared in the 1920s, and the architecture of the building suggests it was constructed for that very

purpose. The boundaries of the old showroom can be seen on two walls. Today, that space in the front is devoted to an office and small storage room. Later on, perhaps in the 1930s, the Rosens may have shifted to a Chevy outlet! This change, of course, robs them of any heroic status, but may suggest a spirited effort to sell cars in Middlebrook. Such an enterprise as selling cars in remote Middlebrook may have been improbable in the interwar years, the time of the Great Depression.

The town of [Middlebrook](#) is a gem – a small village, located on a meandering and scenic two-lane highway (Route 252 or Middlebrook Road) 10 miles south of Staunton, where all houses hug the road. It is hardly a busy urban center! Route 252 is the North-South artery between Staunton and Lexington, but parallel to historic Route 11, the main thoroughfare before I-81 was built. Next door, by the way, is a recently revived general store, an enterprise run by a local consortium.



Rosen's Garage and the General Store in the background.

In time, the garage became merely a spacious gas station. What is neat is the interior of the structure – it is one-story and open, and illuminated by big windows that can be swung out to allow air to circulate. The owner spent no small amount of time and some expense to completely restore the floor. He is a very disciplined and fastidious guy, so the place is remarkably clean and orderly – this was a real appealing feature for me. Except of a few derelict cars in the back (to be removed), the place is not a debris field of castaway parts and trash. It is so clean, almost in a turnkey situation.

Life always has its unexpected turns – when I started to look around for an old garage or storage building for my cars, I asked my real estate agent to

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inquire about Rosen's Garage, very much a whim, never believing it would be for sale and I would have the resources to purchase it. To my surprise, the owner said he would be open to selling it. Everything hinged on the sale of our farmhouse. We moved to Staunton a year ago, but only sold this property at the end of July. So, the stage was set quite unexpectedly. The owner had run the garage with one of his sons, but this will change in the near term as the son heads off to college to pursue engineering. Interestingly, Ted Mooney sponsors a car show each May, which draws a lot of participants from the area. This spring the garage was filled with an ensemble of Italian sports cars along with a mix of antique vehicles. I hope this event can continue. It is such a neat place to bring in old cars; the old garage evokes a lot of nostalgia.



August 14th – Bill Simons: What a wonderful purchase!! What the building needs now are a few old Fords and an occasional Buick in order to turn back the clock. The first thing you need to do is take down Rosen's sign and put up "Hardesty's!"

August 14th – Von Hardesty: As to the square feet of the garage, it is listed as one story with 4,500 square feet total. But the front quarter of the building has an office/storage area, so I am not certain how much usable space I have. It is substantial, to say the least. I will inherit one 9' lift and two smaller storage rooms at the rear, plus a modern rest room. There is also a basement room, rather small in size. The previous owner replaced the old concrete floor, which is clean and pristine. The original windows are still in place allowing a lot of natural light into the spacious interior. Much of the old building is in place, unaltered over the decades. I am looking into ways to configure the old showroom area in the front, to allow the garage to regain some of its original aspect. It will be a few months before I

get full possession. I am really excited about acquiring the old garage, still amazed it became available for purchase. I will have to host a gathering of V8 enthusiasts!

Truman's Inaugural Parade

By Jason Javaras

I really enjoyed the recent article on the Presidential Lincolns of the late 40's and early 50's.



This is the picture Jason is talking about. It's amazing that he was in the crowd in the background when this picture was snapped back in 1949!

These cars were very impressive then and even now. One picture though caught my eye – that of President Truman's Lincoln passing the Washington Hotel as part of his inaugural parade. My father worked at this fine hotel for as long as I can remember. On this particular day in 1949 we were in the crowd of spectators in front of the Hotel Washington entrance in the picture watching the parade go by. I was on my father's shoulders at the tender age of six and can remember people shouting "here comes the President." The parade was very memorable to me with the thousands of troops marching by and the sky filled with low flying bombers over Pennsylvania Avenue in salute to their new Commander in Chief. Today you would never see those planes flying so low over Washington and you certainly would not see so many men wearing dress hats. Long, long time ago.



[USAF B-36 bombers](#) fly over the Capitol during Truman's Inauguration.

THE PREZ & HIS RIDE

Bubble Top Served Four Presidents (and a Queen)

By Editor

In last edition of the *Valve Clatter* we said good bye to the venerable Sunshine Special and were introduced to "Bubble Top." This massive four door convertible Lincoln was built for President Harry Truman in 1950, but is mostly associated with President Eisenhower, who used the car from 1952 until 1960. We also learned that the car was upgraded in 1954 to better protect the president from inclement weather with the addition of a Plexiglas dome, hence the car's nickname. Other refinements included a "continental" spare tire and extended rear bumper deck, retracting side steps and hand grips allowing Secret Service agents to ride on the car as it moved. Bubble Top also received a minor face lift with an updated 1951 grille, dual cowl-mounted spotlights and '54 Lincoln hubcaps. President Kennedy used Bubble Top on numerous occasions and even President Johnson used this car once before its retirement in 1967. After its retirement Bubble Top was put on display in The Henry Ford. It recently underwent a restoration for a very special occasion. More on that later.



Bubble Top in a profile shot before it's 1954 modernization.



Two pictures of Bubble Top after being modified. This one with the removable Plexiglas installed and dark cloth tops in place. And this one shows Bubble Top...



sporting light colored removable cloth tops.



Presidents Truman and Eisenhower are all smiles (at least for this photo) in Bubble Top during Ike's Inauguration on January 20, 1953.



President and Mamie Dowd Eisenhower in Bubble Top as it turns off Pennsylvania Avenue onto 15th Street during his 1957 Inauguration.

In the picture above, note the lack of a Lincoln hood emblem normally located just above the grille and the word "Lincoln" missing from the bumper guard between the bumper guards. It shows up in other pictures but is conspicuously missing in this one. Maybe PhotoShopped out or part of a dastardly Bowtie conspiracy!



Queen Elizabeth II about to enter Bubble Top in front of the Waldorf Astoria Hotel in New York during her 1957 visit to the United States.

Maybe you're wondering why I put this picture
Rides continued next page

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in. See more about QE II and Bubble Top in the next column.



President and Jackie Kennedy on Pennsylvania Avenue in front of the White House in Bubble Top after his inauguration on January 20, 1963. Lafayette Square and the statue of General Lafayette are in the background.



President Kennedy in Bubble Top during his July 1963 visit to Naples, Italy.

I've been unable to find any to find any pictures of President Johnson in Bubble top so we'll move on to what happened to Bubble Top after it was no longer used as a presidential limousine. As mentioned before it was put on display in The Henry Ford Museum along with other Lincoln vehicles that saw presidential service.



Bubble Top on display in The Henry Ford Museum. If you look closely you can see the Sunshine Special in the background.

As they say on those annoying infomercials "but wait there's more" and that's where Queen Elizabeth II and Bubble Top once again cross paths. You will recall that in addition to hosting the Olympics

this past summer another momentous event took place in Great Britain – Queen Elizabeth II's Diamond Jubilee celebrating her 60 year reign. One of the many events put on to mark the occasion was a display of cars either once owned by the Queen, or ones that she rode in on special occasions, at the [Goodwood Festival of Speed](#). To prepare Bubble top for this special occasion, Robert Coyle, a conservation specialist at The Henry Ford, was called upon to ensure the car was in running order and attend to a cosmetic refurbishment of the car done in such a manner that once the vehicle was returned to The Henry Ford it could easily be returned to "Rouge" condition.



Bubble Top being prepped for its Diamond Jubilee showing.



Robert Coyle, a dual US-Canadian citizen, sorts out the electrical system to ensure the limo performs flawlessly when driven for the first time in many decades.



Bubble Top in all her glory at the Goodwood Festival of Speed, June 29th to July 1st, 2012.

Rides to be continued...

Picnic continued from front page

ous [One Piece at a Time](#) about an automobile assemble line worker who steals one piece of a car at a time over his 20 year career until he has a complete, although odd looking, car.

It turns out that Hank wasn't the only one to bring a V-8. Shortly after noon Steve Zimmerli pulled up in Art's '36 Roadster after trailering it out from Fairfax. We had occasional, intermittent light rain showers throughout the afternoon but that didn't dampen our spirits. The music was festive, the food was great and the camaraderie even better.

Our special thanks to Art and Sarah for once again having us out to their bucolic farm.

RESTORATION ROUNDUP

Putting a Lid on It

By Editor

In early July I got my second Woodie back from the body shop and began getting it ready to install the roof fabric: I installed all the roof brackets and fasteners; plugged the twelve 1" holes containing the sunken T-nuts; trimmed and finished the plugs; then block sanded and re-varnished the entire exterior surface of the roof assembly. Just like painting sheet metal, the basic premise of covering the roof is that the finished product will only be as good as the surface under it. Another requirement is to have a nice, hot sunny day to help make the vinyl fabric soft and pliable.



Plugging and finishing the sunken T-nut holes.

After receiving my woodie roofing material from LaBaron-Bonney, I picked Saturday, August 11th as the day to cover the roof and sent out a Listserver call for volunteers to come over about 1 pm. The appointed day turned out to be nearly perfect. First thing in the morning I moved the woodie out on to the driveway and placed the fabric over the roof to soak up the sun. When the group arrived at 1 pm the vinyl fabric was soft and pliable (and very hot!). After a little briefing on what we were going to do and how we were going to do it we started by aligning the fabric grain and tacking at the center front and center back and then in the center along the sides.



Ken holds a piece of original rain gutter and explains that tacks along the sides and back need to be close enough to the edge of the roof to be covered by the gutter or hide-em welting.

A quick check to make sure the grain was indeed straight and we paired off into teams and started stretching the fabric and setting tacks working from the corners towards the center of the roof. The tacks were partially set rather than driven home so that they could be easily removed if a little adjustment needed to be made as work progressed.



Wayne Chadderton, Dave Westrate and Keith Randall start tacking the right side after we checked to ensure the fabric grain was straight.



Nearly finished! Bill Selley, Dave Westrate and Wayne Chadderton (hidden) put the final tacks in above the left quarter panel.

By late afternoon we were done; the roof fabric was stretched and tacked in place. My next step is to fully set the tacks, trim the fabric and install the rain gutters. Stay tuned for more updates.

My special thanks to Dave Westrate, Jim LaBaugh, Bill Selley, Wayne Chadderton, Keith Randall and Clem Clement for helping and to Cliff & Sandra Green and Dave & Sarah Gunnarson for stopping by to lend moral support.



ANTIQUA AUTO ASSEMBLY 55th ANNUAL SHOW
Armed Forces Retirement Home-Washington, DC
Sunday, October 7, 2012

Schedule of Events

- 8:00 a.m. Complimentary Refreshments
8:30 a.m. Registration
11:00 a.m. Assembly & Judging
12:15 p.m. Nation's Capitol Model 'T' Club Demonstration
12:30 p.m. Award Presentations & 'Drive-By' of the King Health Center

+ Entertainment

+ Additional Refreshments Available For Purchase

+ Enameled Dash Plaques will be given to each participant

Antique, Modified, Military, Motorcycle (Circle one category)

Name: _____ Phone: _____

Address: _____ Email: _____

City: _____ State: _____ Zip: _____

Car (make/model): _____ Year: _____ Club: _____

Main gate is located at 333 Randolph Street (Randolph Gate)

Any Questions? Please contact us at: 202-541-7637

Mail to: AFRH Recreation Services

3700 N. Capitol Street NW

Recreation Office Room 1010

Washington, DC 20011-8400

Email: nicole.chappell@afrh.gov or mary.catherine.murano@afrh.gov

Or fax: 202-541-7621

SEPTEMBER DRIVE-IN MOVIE WEEKEND

By Hank Dubois



🦋 Saturday, September 22, 2012

Depart Fair Oaks Mall @ 2:00 PM and caravan to Stephens City, VA via Routes 50, 340 and 277.

Arrive in Stephens City and, for those staying overnight, check into the Holiday Inn Express @ about 4:00 PM. **Note:** A block of non-smoking rooms is being held for us until September 15. Call the hotel at 540-869-0909 by Sept. 15 and ask for a room from the Early Ford V-8 block under my name. Price with tax is \$72.76.

We will rendezvous at the hotel with those driving in from the surrounding area and then walk to the Butcher Block Buffet nearby where we have a 5:00 PM dinner reservation. After dinner, we will drive to the Family Drive-In Theater in time to enjoy the movies which should start @ about 7:30 PM. Bring an FM radio/boom box, lawn chairs and a sweater or jacket in case it's cool.

🦋 Sunday, September 23, 2012

After breakfast at the hotel, we will drive down Rt. 11 to Strasburg, VA to visit Hupp's Hill Civil War Park and Museum which is part of the Cedar Creek Battlefield Foundation. This museum tells the story of the Shenandoah Valley in 1864, and the variety of battles and actions that occurred at that time, as well as the hardships that women and children endured to maintain their homes. The museum has a 45 minute film that will give us an excellent overview of the Civil War actions that occurred in the upper Shenandoah Valley, as well as a great number of artifacts, many of which were found on local battlefields. If time permits, we will do a driving tour of the Cedar Creek Battlefield.

We will then drive back up Rt. 11 a couple of miles to Middletown, VA to the Wayside Inn for lunch/dinner at the oldest continuously operating Inn in America. This Inn is a delightful slice of American history and has many quaint dining rooms/areas filled with period furnishings and artifacts. The antique buffs in our group will really enjoy this place!

After lunch/dinner, we will drive back to Strasburg, VA for a little antiquing at the Strasburg Emporium before heading back to Fairfax via Rt. 55 and 29 with a couple a brief detours on Rt. 66 to avoid Front Royal and Gainesville.

🦋 So:

- (1) Mark your calendars for September 22 & 23,
- (2) Make your hotel reservations by September 15 if you plan to stay overnight, and
- (3) By September 15, call me @ 703-476-6919 or send me an e-mail at hcubois@juno.com, if you plan to participate in some or all of the activities so that I can include you in the caravan and make reservations with the museum and restaurants. Then, join us for this fun-filled weekend!

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



For Sale – Original 1949 Ford Fordor. Original – 37K mi (unverified) – 2nd owner – original title – 239 flathead runs good after tune-up but smokes (needs rings & bearings before any extended trips) – 3 speed shifts very smoothly – original black paint, looks good from 20' – only rust is hole in driver's side rocker – no rust in floor or trunk – excellent chrome – all original interior in very good condition – radio (not hooked up) – glass very nice; no scratches or bubbles but drive's side wing is broken – BF Goodrich Silvertown wide whites with lots of tread, spare like new – jack & tire tool; original tool bag from dealer but no tools – very nice driver, or show quality with little effort. Asking \$5,900 or close offer. **Russ Redshaw** russredshaw@yahoo.com 11/11



For Sale – 1939 Ford Standard Coupe – Restored by previous owner between 1972-1978 (body off). Car driven to V-8 local and National Meets all over the west coast and as far East as Charlotte, NC from 1978 to 1989 before owner died. Car parked in daughter's garage and seldom driven from 1989 to 2010. No evidence of previous rust repair or accident damage. Paint is medium green acrylic lacquer and is very good for its age. Interior is original style mohair and is serviceable but not perfect. Wood graining is good. Gone completely through the fuel, hydraulic, and electrical systems (still needs some electrical attention). Engine is period correct and does not smoke or burn oil. Comes with very desirable Columbia Overdrive system (system is for 46-48 models). Comes with a 40 year collection of new and used parts and 40 years collection of literature, trophies and event badges. Call or email for parts lists. \$28,000. **Don Fowler**, Summerfield, NC, 336-644-1918 or drfmwf@triad.rr.com 08/11



For Sale – 1951 Ford F1 Panel Truck – If you're interested or know of someone who might be, please get back to me. Thanks. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630 – 540-635-6865 (P)

or 703-408-8372 (c) 11/10



For Sale – 1937 Lincoln Zephyr Fordor due to storage issues. Excellent body, new paint, rebuilt V-12 engine. Good original upholstery. Original radio and heater. \$15,000. **Owen Beeder**, 703-532-5644 (H) or 703-308-8899 (W) Falls Church, VA, 01/12



For Sale – 21 stud V8 bare block for 1937 and early 1938. It has bearing caps and is clean. Can be used as a replacement for 1932-1936. It has a standard 3 1/16th bore. \$250.00. **Dave Westrate**, Oakton VA, 703-620-9597 or dlwbaw@aol.com



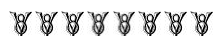
For Sale – 1940 Ford transmission with Zephyr gears, also included is an original set of gears. \$550.00. Column shift. **Walt Babic** – WBabic@cbmove.com, 703-524-2100 (W) or 703-525-6070 (H) 06/12



For Sale – A friend of my son Joe is about to offer his family's 51 Ford woodie for sale. The original blue painted wagon has been in the family since new. 90K on it and stored inside for the last 40 years. The wood was re-varnished in the 60's. Supposedly original everything. I have not seen the vehicle which is in Missouri. The family knows it valuable. If anyone has serious interest, I will pursue. **Clem Clement** – 703-830-5597 or clem.clement@cox.net 09/12



For Sale – 4 speed original truck transmission from 40K original mile 1949 F1. Perfect working condition. Asking \$100. Parts from 1948 F7 337 c.i. engine – heads, water pump, 5 speed shift plate, carb. Very reasonable to V-8 members. Also (4) 16" '48-'50 era truck wheels. \$100 set. Also many small parts for 1940-'48 cars. **Jason Javaras** (540) 786-5819 09/12



WAKE UP YOUR ENGINE! '37-'40 owners – I rebuild

Automart continued next page

Automart continued from previous page distributors using NOS 11A shaft and weights for a better advance curve. Better starting, improved acceleration and slightly better mpg. Cleaned throughout, lubed and precisely timed. Prices vary accord to parts needed - \$85-160, without caps and coil. References plus money back if not satisfied. I can rebuild 32-36 also with the original weights. **Cliff Green** 703-426-2662 cliffgreen@cox.net 12/11



Wanted – 1935 Front Perch Bolts – **Nick Arrington** - nta1153@verizon.net 11/11



Wanted – 1938 Ford sedan delivery. Nice original; older restoration or project with decent sheet metal. **Bill Potter** (c) 301-466-2610, Thanks. 03/12



Wanted – Wanted: 1) 10 inch clutch parts. Pressure plate and friction disk from 41-48 car or 41-53 light truck. Flywheel from 48-53 light truck. And/or 49-51 Mercury B&B clutch parts. Worn out clutch disks OK. 2) 42-48 front brake drums/hubs (drums mount on the inside of the hub). Prefer worn out drums because I'll replace them with new repro drums. 3) 42-48 rear brake backing plates, brake shoes, etc. 4) original 42-48 generator - just need a rebuildable core. 5) 42-48 crankshaft pulley. 6) Have lots of 49 - 53 engine parts to trade or sell. **John Ryan** 703-281-9686, 301-469-7328, john@ryanweb.com. 06/12



Wanted – two good, rebuildable Stromberg 94 carbs. Marked 21-29 on one side and Ford on the other. **Ray Lambert**. 703-491-4471 (H) or 703-595-9834 (C) 08/12

THERE STILL OUT THERE!

By Dave Gunnarson

This 1941 long wheel base 1-1/2 ton truck is for sale in along Route 9 west of Bangor, Maine. It looks to be in good condition with little rust. It may have an older cosmetic restoration and the odometer, if it is to be believed, reads 12,000 miles. The owner was away, so there are no further details.



Details of the 1949 Ford 6 Custom

By Colin Spang

Assembled in Antwerp, Belgium from USA supplied CKD kit. Sold by Ford dealership, Devos and Dewanckel, Ypres, Belgium on 2 September to Antoon Naelde, who lived in a village 6 miles away. The Invoice price in Belgium was equivalent to \$2,420. Imported into England in 1975. 75,000 kilometres (48,000 miles) from new. Totally original including paint. Please see the attached which is the original sales invoice that the Ford dealership still had in their archives after 63 years!!!

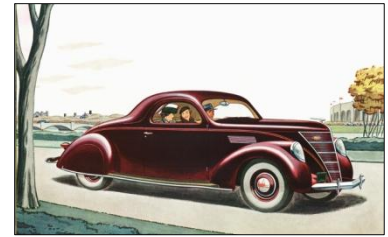


2 SEPTEMBER 1949		15468
Antoon NAELE, IO5, Polka, KEMMEL		
in uwe storting		
Personenwagen FORD 6 cyl. Model 98HA, 4 deuren,		II0.000 00
5 wielen, 5 banden		
	Taxe IO %	II.000 00
	TOTAAL FRANK	121.000 00

Nr. van motor	98HA-II2499	
Nr. van onderstel	98HA-II2499	
Type	98HA	
Aantal cylinders	6	
Boring	83,8 m/m	
Slaglangte	111,8 m/m	
Cylindersinhoud	3,7 l.	
Aantal toeren	3300	
Kracht	18 P.K.	
Vervaardigingsjaar	1949	
Nr. kontaktsleutel	FK 350	
Nr. deursleutel	FK 350	
Nr. koffersleutel	FY 907	



NVRG Calendar



<u>September</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: 1937 Ford Motor Company Products – Eric Sumner and John Sweet – Refreshments: Jay Melton.
11-14	Western National Meet – Redmond, OR – Click here for more info.
22 & 23	NVRG Annual Night at the Movies Re-scheduled – Stevens City Drive-In – step back in time and enjoy a great evening of family fun and entertainment. More info on page 14.
25	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>October</u>	
7	55th Annual Antique Auto Muster at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8:00 am – contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net if you plan on caravanning with us. We don't want to leave you behind! See page 13 for more info.
10-13	What else but Hershey?
TBD	Hershey Widows' Luncheon – join us for the fabulous luncheon buffet or order off the menu at Brion's Grille – exact time/date TBD – contact Helen Burns 703-978-5939 for reservations.
16	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey Review – Refreshments: Steve Groves.
20	17th Annual Rockville Car Show – 8:30a.m. to 3:30 pm. Glenview Mansion at Rockville Civic Center Park, Rockville, MD. More info: www.rockvillemd.gov or 240-314-5004
26-28	Annual Fall Memorial Tour – join us for this great annual event – drive the scenic byways and enjoy beautiful fall colors with your V-8 friends. Destination: Charlottesville and Richmond areas.
30	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax.
<u>November</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Riveting by Dave Gunnarson and Wooden Ships & Steel Men by Don Pauly – Refreshments: TBD
26	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax.
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



November – Garage Tour – Tentative – Bill Potter's Big Top

December – Annual Holiday Gala – Country Club of Fairfax



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



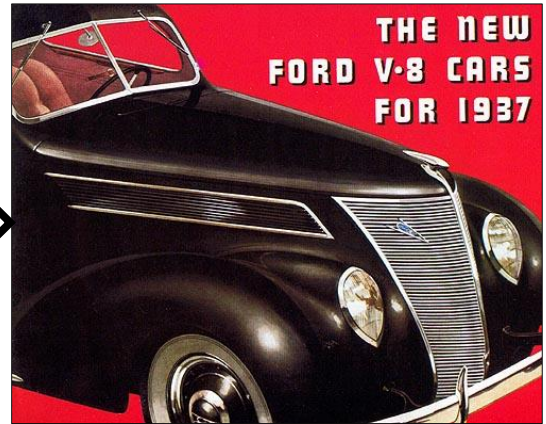
President: **JOHN SWEET** 703-430-5770

Vice President	Jim McDaniel	703- 569-6699	FFX Show	Dave Westrate	703-620-9597
Secretary	Cliff Green	703-426-2662	Property/Refreshments	Mark Luposello	703-356-3764
Treasury	John Ryan	703-281-9686	Tours	Art Zimmerli	703-323-1774
Membership	Dave Gunnarson	703-425-7708	Historian	Don Lombard	703-690-7971
At-Large	Hank Dubois	703-476-6919	Web Site	Rick Parker	301-279-7145
Programs	Eric Sumner	703-860-1916	Newsletter	Ken Burns	703-978-5939

Past President : **Eric Sumner** 703-860-1916

September Program: Henry Ford

Mark your calendar! The September Meeting is on Tuesday, September 11th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



FIRST CLASS MAIL

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