



**Newsletter of the Southern Texas Regional Group
Early Ford V-8 Club of America**

Volume 34 Issue 6

June 2009

The Steering Column.

Please be advised that our former KOA meeting room is now officially not available for our use any longer. Therefore it behooves us to try for a new location, ie, area library, church, VFW, Americal Legion, besides and in addition to our most shareing members garages, front yards, etc. If you find or know of a site/location, please let me know!

As this year (09) is concerned, we are in good shape for the rest of 09. Please check my rest of the year message sent back on May 21st, I sent out on the meeting events and sites for the remaining 09. Correct and make note that our August meet will be changed to read, in San Antonio for Sunday August 9th @ 1:30 pm to be held at the Hungry Horse restaurant on/at 12333 West Ave. This location is just north of loop 410. This arrangement is in conjunction with the efforts of Bill Van Steenberg.

This facility has ample parking; their food is tasty, good and reasonable. Their meeting room can seat 60 persons easily. I ask that since the main function of this firm is serving food that you please plan on eating whatever your lunch needs are, with us.

Since this location is fairly close to many of you, let's see if we can get some of our flat-head Fords out, and put a little class on this restaurant. Any questions, contact me.

Respectfully submitted, Alan Bentz, President

Minutes

The monthly meeting of the Southern Texas Regional Group was held May 17, 2009, at the Scenic Loop Clubhouse in Grey Forest. Alan Bentz called the meeting to order at 1415 hrs.

Minutes of the last meetings were approved as written. Secretary's reports were given by Bugs Bentz as Judy Rossy was traveling. The Treasurer's Report was read and accepted. We had some visitors and new members. Coming for the first time as members were Barney and Louise Calvert, also members of the New Braunfels car club. David and None Bixler were members in the 1980's and '90's and joined again today. Don Mannen, who joined in March, and Vince Parcialli and Justin Raef are also new members. A visitor was John Jewitt. Bill Van Steenburg is out of the hospital and is doing very well. Jack Rausch continues to improve. We wish them all well.

A short report on the Texas Tour was given. There were 17 groups of autos with 128 vehicles, and we had participants from Texas, Nebraska, New Mexico, Arizona, Colorado, Louisiana, North Carolina, and Mississippi. A member of the National leadership also attended. We have received many favorable reports from participants after they returned home. The Dallas club is hosting the 2010 Texas Tour in Paris, TX.

We received positive reports from the New Braunfels club regarding the job we have done with the parking at the Swap Meet. The assistance from the Austin club was greatly appreciated. We have been asked to participate again next year.

The car puzzler this month was to identify the first year the Model T was produced in colors other than black. In 1909, all colors were available, but only black was produced again in 1910.

Alan Bentz has provided a list of meeting dates and times until the end of the year. The next meeting is a joint event with the Austin club, at



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Mamacita's in San Marcos. The address is 1400 Aquarena Springs Drive. The meeting is scheduled for June 20 (Saturday) at 1:00 pm.

There will be a Car-b-que (car show and BBQ) on June 7, 2 – 6 pm, at Cross Mountain Church on Boerne Stage Road.

The meeting was adjourned at 1530 hrs.

Respectfully submitted,

Terry V. Baxter, Secretary



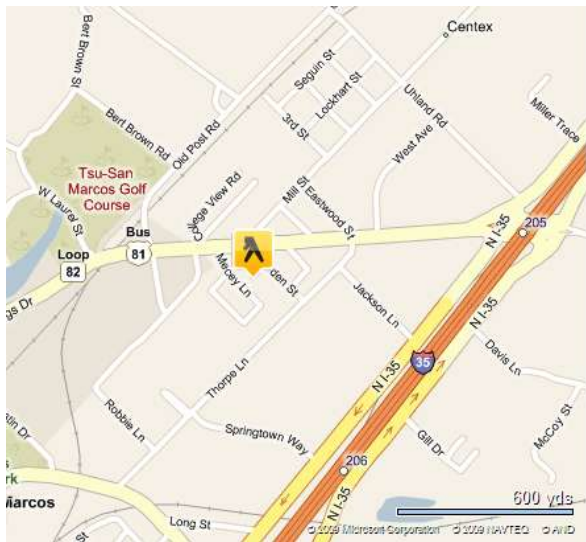
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Upcoming Events

June 20 Joint Meeting with Capitol City group at Mamacita's restaurant for lunch 1:00



. If you send information to be put in the newsletter please email it to me at

lockhartrealty@sbcglobal.net and please include contact information.

The Ford Script Car & Member of the month.



This month we are featuring Don and Ruby Manen and their 1949 2 door sedan. Don writes: I will try to retrace my past for some info on my fascination with old cars.... of course, it began in high school- owned two cars in my sophomore year-- a 1948 English Ford "Prefect" and a '49 Chevy coupe. Being from a one horse town in South Texas with two red lights and two city police officers, plus the Chief of Police who came to know me personally --- not really sure other than he had a teenage daughter, I named my dog "Felix" (his first name), or the '49 Chevy with a 292 GMC, lowered all around, with really loud "pipes"--- since there were only five or six guys in class that had cars, it didn't really take much of a police officer to find out who was getting into most of the mischief.

I joined the Marine Corps with a friend right after high school. --- we were recently discussing the image of the shiny side of that city limit sign disappearing from the rear window of that old Grayhound Bus. The next few years were filled with more thrills than I would ever want to relive, from Cuba to Vietnam and a bunch of places in between,, and a lot of Navy Ships since I was a "Fleet Marine", or "Jungle Bunny" - as the Philipinos called us. The last Ship I was aboard was the USS Paul Revere, I believe its number was APA 245,,,two or three years ago, I



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met a former Coxan (Landing Craft driver) from that ship, and now Alan Bentz, a Naval Officer aboard the "PR". My unit was aboard that ship far beyond our rotation date back to the US because of a little difficulties beginning in Vietnam. The PR also brought my unit home, and I remember those big banners among the crowd at the dock, "Galloping Ghost of the South China Coast", a tribute to the USS Paul Revere, its crew and the Fleet Marine Force. None of us even imagined what was to come in the next few years.

In 1961, I returned to Aransas Pass on a 10 day leave and married my high school sweetheart, took her back to Camp Lejeune and introduced her to a totally different way of life-military,,,,, 30 days later I was back in Cuba. In 1963 I left the Marines and joined the Air Force --- more separations- Turkey, Thailand, Vietnam, classified operations, long schools--- and, we're still married.

Ruby Manen has her own stories--- started her career over every time I transferred, she retired with 40 years service in May of last year. At the time she was the Deputy Director (CD) of a unit at Randolph as a GS-15. She was in her office at the Pentagon on 911 (another story). Her retirement ceremony was attended by more Pentagon, DoD, and Air Force brass, and more presentations than I ever saw in my 30-year military career

My fascination with old cars began in high school, not by design, as I could only afford "old",,,, since then, it's been buy 'em, fix'em, race 'em, 'show 'em. I found this '49 Ford through a Corvair Club member, one owner, out of Oklahoma- built in Dallas on 22Dec48, sold a few days later in Oklahoma City. I'm restoring it as a basically stock vehicle, with minor modifications.

We all sure are glad to have the Manen's on board, and look forward to seeing their fine 49 out in many club functions.

Don mentioned that the words on the license plate of his Corvair says it all

The Ford Script



50 under restoration



50 as purchased



As a final note, and a note of request. If you have a project car, or a car that has not been featured in this column, please email me a picture of the car and your contact information, as I'd love to feature you in an upcoming issue. Respectfully submitted, Dave Mills

Anniversaries

June 1 Jan & Tom Shields
 June 2 Jane & Dave Mills
 June 13 Mary& John Blacketer
 June 22 Mae& Jack Lawrence
 June 26 Darlene& Dague

Birthdays

June 8 Karen Rafferty
 June 18 Neva Billman
 June 18 David Dague
 June 18 Amy Greene
 June 23 Stanley Paris
 June 28 Marinell Swope

Lady's Column

Applesauce Cake

1 cup white sugar
 1 stick margarine
 1 cup applesauce, (chunky is best)
 1 1/2 cup flour
 1 tsp cinnamon
 1/2 tsp vanilla extract
 1/2 tsp baking soda
 Raisins – optional

Let margarine get soft-cream with sugar well
 Add applesauce & vanilla extract
 In separate bowl, combine flour, baking soda, cinnamon, baking soda
 Blend applesauce mixture until all ingredients are moist
 Put in 9X9 baking pan
 Bake @ 325 for 20 minutes
 ENJOY
 From Jane Mills



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The Classifieds

I'm a member of Early Ford Golden Spread Group 47 . We get your newsletter and enjoy it. I have a Columbia in my 39 but I don't have the speedometer adapter for it and NOS one's from Calif. are kind of pricy and I thought one of your members might have one that they would be willing to sell, I don't care if it used, just as long as it works. Thanks phone 806-352-9320

Just checking to see if you have a extra 33-34 rear end with a 3:78 or higher. Love 3:54 but may be too much to hope for.

Al Hakiem?

Need for Dave Stark's 34

<mailto:aclenden@atwd.com>

Rods and Classics Auto Swap Meet at Pigstand on Broadway .the last Sunday of every month Call Mark Rodriguez at 210-733-0091

I have a 1946(may fit others) Ford V-8 TRUCK air cleaner for sale, it looks like new. Give me a call if you can use it for \$75.

DawsonsDoubles

101 D D Lane

Spring Branch, Tx 78070

210 602 6360



1950 Pickup, restored \$21500 866-490-3274





51 vicky, low miles, restored, \$26500 972-740-2270



Custom T shirt \$25 512 632-7778

Can feature YOUR car!



1953 Ford Mainliner 4door sedan. This car belongs to Bob Sutka. His daughter has taken him to Minnesota due to his health. Ery Billman is selling his car. This sedan has new vinyl upholstery, new tires in the last two years, automatic transmission has been rebuilt, cooling system cleaned, new floor pans installed and new shock absorbers. The car runs well and would be a good driver for someone. Sales price under what is invested- \$5500. If interested call Ery Billman at 210-653-7154 or 210-635-7084.



51 Vicky, rough \$1500 830-438-3939 Note Jim Morgan and I have more pictures- editor



1949 4 door sedan, project, \$1650 512-353-7553 Daniel Vorpahl



1952 Ford Station Wagon. Auto, AC, , low milage, 512-715-8163





1955 Thunderbird Deborah Frank \$42500 512-715-8163
 1948- 52 Pickup parts: front axle\$100, rear axle \$150,
 buildable engine, trans \$650, steering box\$100, steering
 wheel ? call Harlan 830-885-6456
 1950 4 door parts car with rebuilt steering \$300 830-885-
 6456
 Budd wheels for 11/2 ton truck 650X20 \$35 each good
 shape Sonny 512-376-4180-

OTHER

Information sheets with club applications for prospective members are available from the Vice President.

DON'T FORGET, the club has shirts, patches, and caps for sale. Look good and support the club! **There is a special order for shirts. Now, be sure to let Larry Osborne know your size.**

Want ads are free to anyone wishing to run an ad of interest to our members. Ads will be run for one month. Ads from individuals can be renewed if the editors are contacted at 830-303-9935

Refreshments:

July, Ice Cream Social (Neva, Doris, Fay, etc);
 August, Bentz's in Poteet; September, Mills;
 October, Paris; November, Osborne; December,
 Christmas Party.

Down the Lane

The following was in the June newsletter, from our fellow V8'ers from Dallas. They're a good bunch with good ideas, as you can see. I felt this was especially noteworthy, so I'm passing it on. If you'd like to participate in an on-line survey about your opinion of ethanol in our gasoline, I will forward on the e-mail I received with the link. E-mail me at tjharrell@yahoo.com
 They also sent the article on the Ford airfield. This month seems to have been one with several tidbits of things.

The Ford Script

First, from Daniel Vorpahl, if your car is running a bit less than spiffy, check your distributor cap. Daniel found that the center electrode had eroded to the point that the rotor was having to have the spark jump to it, rather than be in constant contact. Replacing the cap restored an even idle and no stalling!

From personal experience working on a friend's model T, if your car overheats rather badly, and relatively suddenly after being run for a while, check your lower radiator hoses. The one on the T would collapse after about 10 minutes of idling, producing an almost immediate boiling over situation which otherwise defied logic. The T lower hose is fairly long if it is a single hose, which most of our cars are not, but I have seen hoses which delaminated giving the effect of a hose within a hose, the inside hose portion would collapse while the outside part still looked nice and round (this was on a V8 Ford). Water circulation, and lots of it really is a requirement for cooling.

While on the subject of cooling, we have not had much of that lately, and the parade season is here. I have just sent my V8 through a 1 hour parade that moved at speeds ranging from a baby's crawl to stop (try following dancing girls and horses that perform). There were no cooling problems. In fact it ran cool. The secret? All the usual... good radiator, clean crack free engine, 50 50% anti-freeze and distilled water, and the part that actually makes it all work, enough air flow. I'm lucky in that my V8 is a 50 pickup. The trucks from 42-53 all had good big radiators, and large fans, and most importantly, factory fan shrouds(optional equipment) I added the shroud to my truck, as I have also owned a 47 pickup with the same setup, and exactly the same running characteristics. On a 110 degree day, both trucks would actually cool off at a stoplight
 Moral of this is if you are interested in doing any parade stuff, make sure you have a fan that really will move the air, and either get an original shroud, or do like our creative member, Barney Calvert (long-time restorer) and build yourself a shroud. He put one on his 50 sedan that you'd swear was factory.

If you have any questions about car work,



please send the question to
lockhartrealty@sbcglobal.net

Editor's Desk

. This month we have the pleasure of getting together with our fellow V8'ers from just North of us at Mamacitas in San Marcos. As you can see from the map provided courtesy Joyce Parsons, this is a really easy-on easy-off place to get to. The parking lot is pretty good sized, and the food is good, so drive your V8's and let em all know we're in town!

On a much less happy note, we've lost Bob Sutka as a member, as his health deteriorated to the point he had to go elsewhere to be with family. Erv is selling Bob's 53, as seen in the classifieds. Probably partially as a result of this, we have also lost our regular meeting site at the KOA.

WE NEED TO ALL LOOK FOR A GOOD MEETING PLACE WE CAN USE REGULARLY. Please check out libraries, meeting halls, businesses that are not open on Sunday etc. that would let us gather without wanting \$\$\$\$. Surely in all of the San Antonio area there is one such place that would welcome us. Please don't just think someone else will have the answer, your club needs YOU to step up to the plate and check things out. I'm personally asking every one of us to check out 5 possibilities, and report your results to Alan Bentz, so he can get a small committee to follow up. Even if all of your efforts produce no results, please let Al know, so he can keep track of which places have all said OK, and which have said no.

The Ford Script Car puzzler

Last Month's puzzler was What year Model T was the first to be offered in something besides black? The winner was Fred Mills The answer 1909. The first T's were brightly colored; only after production increased to the point that paint drying time was slowing down the assembly line for fancy colors was the switch to the fastest drying paint then available made universal. Yes, it was Black.

This month's puzzler is open to both groups coming to Mamacitas: What member of either the Capitol City regional group, or the Southern Texas regional group owns the most V8 Fords (32-53)?

PLEASE ADD THE FOLLOWING NAME TO YOUR ROSTER: VINCENT A. PARZIALE, SR., 225 CHARON POINT, SPRING BRANCH, TEXAS 78070, TELEPHONE NUMBER 830-935-2421, CELL 210-724-6996, BIRTHDAY 2-20, E MAIL CHINAPUZZ@AOL.COM, AUTO 1938 DELUXE 5 WINDOW COUPE W/RUMBLE SEAT, FLAT HEAD V-8

LOCKHART REALTY

Dave
Mills



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Some Interesting Ford History

Submitted by Dallas Sherman

According to Michael Kuentz, Henry Ford had become an investor in William Stout's airplane manufacturing firm, which built single-engine aircraft. However, Ford was not happy with his investment, so in an attempt to control the company he bought into, he had a 2nd Stout airplane factory built on the corner of Oakwood & Village Road. The 20,000 square foot Stout Metal Airplane Company factory opened in 1924.

In 1925, the Ford Airport was dedicated, with 2 grass runways & flood lights for night landings. It was widely touted as being the first "modern" airport in the world. The airport was the first in the US to operate a regularly scheduled passenger airline in continuous domestic service, with the Ford Air Transportation Service providing a route between Detroit (Dearborn) & Chicago. Ford's Airport was also the first in the US to have an air- line terminal for passenger use, and the first in the world to have a hotel (the Dearborn Inn) designed & built for the air traveler.

The Ford Motor Company Airplane Division manufactured aircraft at this location starting in 1925 From 1925-31 the Annual National Air Tour (to demonstrate safety & reliability of commercial aviation) started & ended at Ford Airport . . According to Michael Kuentz, Stout aircraft had a poor flight record, suffering many crashes.



Henry Ford erected the largest, most

modern and only privately owned permanent dirigible mooring mast in 1925.

Ford was losing money rapidly, and on the night of January 27, 1926 a fire mysteriously started in the all-brick & steel plant, destroying the building. Shortly after the fire Henry sent Bill Stout on a nation-wide public relations tour and then contracted with Albert Kahn to design & build 2 new buildings - one a new 62,000 square-foot Ford Tri-Motor airplane factory, and the other, the world's first airport hotel (The Dearborn Inn).

Shortly after Bill Stout left for his PR tour, Henry was overheard telling one of his executives, "For the first time in my life I have bought a lemon, and I don't want the world to know about it," in regards to the puzzling fire. Never again would the Stout name appear on an airplane factory. Eventually Henry Ford bought out William Stout and turned his transportation company into Ford Air Transport.

From 1928-29 Ford Airport 's grass runways were paved, giving the field the 1st concrete runways in the world. Unfortunately, Henry Ford lost more than \$10 million on his airplane division, which closed in 1933. A total of 199 Ford Tri-Motors were eventually built at the Dearborn facility. The Tri-Motor was the 1st American all-metal, multi-engine, commercial airliner. The airport itself continued to operate for several years more.

1949 photo 2 years after the airport was closed



2006 photo showing remains of former airport



