

THE CLUTCH CHATTER

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The President's Page by Luke Stakenborg

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www.bullrunaaca.org

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Hello everyone!

Election time is here. Remember to bring in your completed ballots to our next meeting which is scheduled for November 9th. The candidates for Officer positions are: Luke Stakenborg for President; Scott Patton for Vice President; Pam Pandolfi for Secretary; and Nikki Hudson for Treasurer. If anyone else is interested in running for office, please write your name or someone else's in the "write in" block. If choosing someone other than yourself, please obtain that person's permission. Other club positions include three slots for the board of directors and the ODMA representative. Individuals on the ballot are: Brandon Bazan; Pete Pandolfi; Joe Drago; Dave Claveloux; and George Richardson. Warren Bain has volunteered to be our next ODMA representative.

I would like to thank Pete for his awe inspiring presentation at the Manassas Fire Department Museum. I can't wait until this is reopened to the public. I also would like to thank Ralph Lankford for his loyal and outstanding service as club editor. Great job in creating a memorable newsletter. Pete Pandolfi will be our new editor effective this November. This month's presentation will be on my 1969 Lincoln Mark III. I will hopefully present my car or at least one comparable. That is all I have for now.

See you at the VFW on November the 9th at 4:00 p.m.

Sincerely yours,

Luke

Calendar of Events and Activities

**Nov 9 Meeting at the Manassas VFW Hall at 4:00 pm. Special 1969
Lincoln Mark III Presentation by Luke Stakenborg**

Nov 15 Lake Ridge Christmas Parade – Cancelled by Parade Committee

Dec 6 Greater Manassas Christmas Parade – More details in this newsletter

**Dec 14 Meeting at the Manassas VFW Hall at 4:00 pm. Special
Presentation on Home Chrome Plating by Bill Holmes**

Jan 11 Bull Run Installation of Officers and Holiday dinner – City Tavern, Manassas, VA

**Feb 8 Meeting at the Manassas VFW Hall at 4:00 pm. Special
Presentation on Hudson Terraplane by Jon Battle**

Editor's Notes by Peter W. Pandolfi:

***Bull Run Region AACA
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Please let me know if you have any pictures while participating in Bull Run or other AACA events. Please submit any articles, pictures or ideas to me at email: rr4pwp@gmail.com.

As a reminder, our meetings are usually the second Sunday of the month at the VFW Hall in Manassas unless advised differently.

This is my first attempt at the newsletter. First, I would like to congratulate Ralph on his fine work as Clutch Chatter Editor over the past several years. He did a super job and I hope my efforts will follow his example. In that light, I encourage all our members to contribute to our newsletter. I am starting a section called the Car of the Month. In this section I intend to feature members' cars, either owned or previously owned, with a short article and some pictures. If you would like your car featured, send me a write-up and pictures. Don't like to write? No problem, just send me the information on the car with the pictures and I will draft the article. I will also share the submission with Bill Holmes for inclusion on our website unless you tell me otherwise. Thanks in advance for your understanding while I learn this process.

Meeting Minutes for October 12, 2014 by Scott Patton, Secretary

On Sunday Oct 12 the Bull Run Region AACA held a meeting at the VFW in Manassas with 14 members present. We began the meeting with the Pledge of Allegiance.

Treasurers Report: Treasurer Nicki Hudson presented the both the Treasurers and Rohr show report and it was accepted.

Sunshine: Sunshine chairperson Molly Drago sent a sympathy card to Edna Cross whose sister has died. A sympathy card was sent to Richard and Pat Porter. Richard's brother has died. A thinking of you card was sent to Ruth and Eck Blankenship who are holding their own. The Lorens daughter Teresa has entered the hospital in Florida to receive stem cell treatment soon. Also Dottie Johnson is still on life support from a burn injury and seems to be improving.

New Business: President Luke Stakenborg shows us a very descriptive article in the Manassas Observer covering our Rohr show and reports of a lot of positive comments.

Nicki Hudson makes a motion that we use the profit from our show to subsidize or pay for our installation of officers' banquet on January 11. All were in favor. Pending a committee, this will be held at the Manassas City Tavern.

The 62nd ODMA show will be in Staunton next year. Pete Pandolfi has all the information of all the registrations that attended our show so they can be mailed out for next year.

Activities: The Lake Ridge Christmas parade will be Nov 15. Cars will meet at 8:30am at the Lake Ridge middle school. The Greater Manassas Christmas parade will be Dec 6 with more information coming. Ralph Lankford wins 50/50 and the meeting adjourns.

After the meeting we take a short walk next door to the Manassas Volunteer Fire Company museum where Pete Pandolfi begins his presentation. Inside this museum Pete explains to us each fire apparatus. The oldest is a 1909 fire pumper either pulled by horses or a model T truck. This fire pumper also pulls a hose cart. There is a lot of interesting fire extinguishing equipment and apparatus to see including a 1929 Buffalo that was restored by White Post Restorations. Pete explains the difference between a fire truck which has no pump or a fire engine that pumps water. The most modern apparatus inside was a 1966 Seagrave that now has an eight cylinder diesel named "Pops" and was on display at our Rohr show. Also on display is a copper top steam whistle and other types of firefighting apparatus used such as hard sleeves that are stiff hoses used to get water from ponds or other surface water areas.

Special Presentation Schedule by Jon Battle

DATE PRESENTER THEME

November 9..... Luke Stakenborg.....Talk about his '69 Lincoln Mark III

December 14...Bill Holmes.....Chrome Plating

February 8..... Jon Battle.... "What's a Terraplane?"

Editor's Note: Jon is soliciting speakers for next year. Please consider contacting Jon to get scheduled to speak about any antique vehicle related topic – to include discussing your pride and joy, your first car, your first restoration, or any technical topic. Got a short movie or friend with automotive skills, these resources can be used for a possible presentation.

Christmas Parade Schedule by Pete Pandolfi

Now for two important opportunities. Believe it or not, the local Christmas Parades are just around the corner, and I am looking for club members who would like to participate with their antique vehicle. Both parades have waived the entry fee for Bull Run Region since some of our members provide convertibles for the dignitaries. Several members have already contacted me, but there is plenty of room for more.

Lake Ridge Christmas Parade - **CANCELLED**

Greater Manassas Christmas Parade - December 6, 2014

Line Up: 8:30 am at Manassas Shopping Center

Mathis Ave.

Manassas, VA 20110

Parade Kick Off: 10 am

Parade Theme: A Christmas Fantasy

Parade Route: See Attached Route Map

We will need 5-6 convertibles for the distinguished guests at this parade. These vehicles will not be with the club group unless they are not needed for the guest. The club group is limited to 10 vehicles. Any antique vehicles welcome. I will receive more information soon and will pass it on.

For the parades, if you are interested in participating, they are a lot of fun and the spectators love to see our vehicles, please let me know as soon as possible. If you are going to drive an open car and willing to take a distinguished guest for either parade, let me know. As in years past, it will be first come, first served until we reach our limit. For both parades, you are free to decorate your vehicles along the theme of the parade. You may not dress as Santa Claus or toss candy or other promotional items from your vehicle in either parade.

Please contact me soon by email, phone or in person if you are interested.

Thanks.

Pete

Bull Run Region Car of the Month 1967 Oldsmobile Cutlass Convertible

After I sold my 1931 Ford Model A and my 1973 Mustang Mach I, I felt empty. Even though I had Pam's 1965 Chevy Corvair convertible, it was not the same as having a classic car of my own. Desiring a Rolls-Royce since I was seven years old, I decided this was the time. As fate would have it, I could not find a model Rolls-Royce that I liked and could afford. While scanning classic car websites, I discovered this 1967 Oldsmobile Cutlass. A Cutlass over a Rolls-Royce?! Well the Cutlass offered all I was looking for; it was big, I have always loved Oldsmobiles, it was in outstanding conditions having been recently restored, and it was a convertible.

Body Style	2-door convertible
Engine	330 cu in V8 310 hp
Transmission	2-speed automatic
Wheelbase	115 in
Length	204.3 in
Curb Weight	3,440 lb.

In 1967, major news for 1967 was the availability of optional disc brakes and the three-speed Turbo-Hydramatic to supplement the two-speed Jetaway. An unusual new model was the Turnpike Cruiser on Cutlass Supreme coupes and convertibles, which used a two-barrel carburetor and mild camshaft with the 400 cu in (6.6 L) engine and a (numerically) low axle ratio for efficient and relatively economical freeway cruising. The Turnpike Cruiser used the heavy-duty suspension of the 442, and was available only with Turbo Hydramatic.

My Cutlass was located within 50 miles of my house at a classic car storage and restoration facility in Fredericksburg, Virginia. An additional service this business provides is that they will sell your car on consignment. They take care of the advertising and showing of the vehicle and facilitate the transaction between owner and buyer.



Despite the slab side design of the car, the car has a sleek sporty appearance especially with the top down. Notice that the front suspension seems to be set higher than the rear giving the impression that the car is continually leaping forward. Even with only 310 horsepower, the car accelerates very fast.



Front view of the 1967 Oldsmobile Cutlass convertible. The squared lines of the hood and fenders combined with the horizontal expanse of the grill and headlights/high beam accentuates the width of this car. While being considerably wider than 21st century cars, there were bigger cars in its day.



This rear view again highlights the car's impressive width and suggests plenty of room to spare in the trunk.

One Saturday, Pam and I drove down to look at the car, and even she instantly fell in love with the car. On April 13, 2013, I bought the car for \$17,900.

This particular car is sort of rare as most Oldsmobile Cutlass convertibles were Cutlass Supreme models. This convertible is a base level Cutlass. It comes with a 330 cubic inch Jetfire V-8 engine putting out 310 horsepower. This was the last year the 330 engine was offered which was replaced by the well-known 350 cubic inch engine in 1968 as the base V-8. The 330 engine was the smallest V-8 offered in the Cutlass in 1967 with the 350 and larger engines offered as options. My engine sports a two barrel carburetor and is attached to the two speed Jetaway automatic transmission, the Oldsmobile version of the Power Glide transmission. The car comes with an electric power top, AM radio, power steering, 4-wheel drum power brakes and a bench seat. The odometer read 113,900 miles on it, actually it "read" 13,990 miles with the 100,000 miles assumed. However, the engine was rebuilt with 112,000 miles along with the transmission, brake system, fuel system and suspension.



The simple layout of the dash bespeaks of the base model Cutlass. The speedometer is on the left with the right side dial containing warning lights. The rectangular window between the two dials is the gas gauge. The blank spot between the heater controls and the AM radio would house the air conditioning controls. The switch for the power top is above the radio and the grill work to the left is the radio speaker. The ignition key is just to the left of the speaker. Wiper and headlight knobs are the only other controls on the left side of the dash. The horn buttons can be seen at the 3 and 9 o'clock positions on the steering wheel.

I enjoy taking this car out for a drive whenever I can. The car shows are a lot of fun, but it is also fun to just go out for a drive and get ice cream. People who see the car always comment on it. One of the things I think is most amusing in their comments is their reaction to its size. I have heard people say things like, "Now there is a land yacht" or, "That car is a real boat" or one of my favorites, "Look at the size of that trunk! How many bodies can you get in there?" When I hear such comments, I take great delight in informing these people that, in its day, this was an intermediate sized car. Interestingly, most of the comments regarding the trunk size, minus the body count reference, come from women.



Most convertibles look fantastic with the top down, but they look like the top was an unwanted add-on when the top is up. This is one of the rare convertibles that presents a striking appearance with the top up. Similar year Pontiac GTOs also come to mind with this feature. No surprise there since the Cutlass and Lemans share the same platform.



This is the 330 cubic inches V-8 engine which would no longer be available in 1968 in favor of the popular 350 cubic inches V-8 found in later General Motors cars and trucks. With no air conditioning, there is plenty of access under the hood. Only Oldsmobile engines were painted gold.



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