



Northern
Virginia
Regional
Group



VALVE CLATTER



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

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March 1998

Cliff Green, Editor

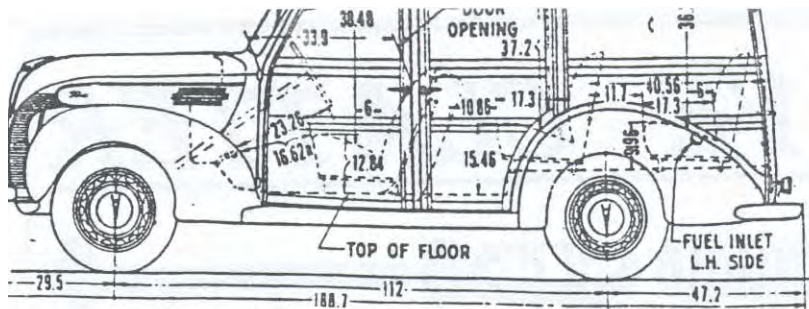
Restoration of a Glove Box Clock – a timely tale By Hank Dubois

When we bought our 1935 3-W Coupe, it had a nonoperative electric clock mounted in the glove box lid. While it appeared to be correct for the car, the clock's mounting bracket, dust cover and wiring harness were missing, the face plate glass was badly chipped and as I found out later, several internal parts were missing. However, the clock's face, hands and chrome bezel were in nice shape. The previous owner told me that he had purchased the clock as is, at Hershey, and had installed it in the car. Luckily, he had mounted the clock in the glove box lid in the correct position but only a friction fit around the bezel held in place. Closing the lid firmly or hitting a sizeable bump in the road would usually dislodge the clock letting it fall into the glove box's interior.

As a temporary measure, I taped the clock to the back of the lid until I did some research in preparation for more suitable restorative action. The May/June 1989 V-8 times contains a definitive article on Ford V-8 clocks by Bill Dexter, a well-known auto clock specialist. Through that article I discovered that 1935 was the first year an electric clock was used in a Ford and it was a Jaegar clock- the same one that I had. It was used in 1935 and into early 1936 when it was replaced by a Borg clock. The V-8 times articles contained pictures of many of the clocks used during the flathead years including a picture of the 1935 Jaegar clock.

During the summer of 1991, Cindy and I took the clock to Bill Dexter at his summer home in Wolcott, Vermont for evaluation and repair. While we were there, we also enjoyed a very pleasant visit with Bill and his wife Mary Jane. For less than \$50.00, Bill cleaned and rebuilt the clock's mechanism and provided me with a correct light socket and bulb which were missing from the clock. I learned from Bill that the Jaegar clock was considered to be an excellent timepiece and was also a very, very rare clock. When he sent the clock back to me, he also gave me detailed instructions on wiring, operating and adjusting the clock. Bill was a fine and talented individual who loved early Ford V-8s and his death in 1992 was a genuine loss to the V-8 fraternity.

(See continuation on page 8)



Up front with The President



MARCH 1998

We were pleased to have Bill Vincent back with us again at the February membership meeting. He is moving real well on that new knee. Good job Bill!

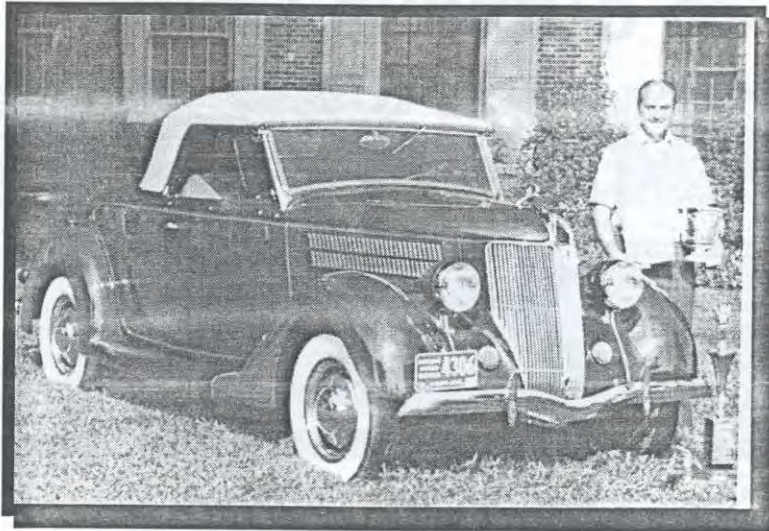
We have draft art work for the logo for the May car show and hope to make a selection soon so the brochures, etc. can be printed. Tom Shaw is leading a reconnaissance mission soon to develop the parking scheme at the Massey Building in Fairfax. Don Lombard has designed a registration pamphlet, and things are moving along.

Well, my frame is back all clean and painted, and I must say that I have that feeling of satisfaction that must motivate people to restore these pieces of American History. It is exciting! My son-in-law, Eric, and I (well, really Eric) did our first welding on the frame and it came out very well. Ken Burns has told me several times of the fun he had bolting the first piece back on the restored frame. Sounds like party time to me!

I have a tech tip for you. I wanted to soak the wheel bearings, but I wanted to keep track of them so they could go back in the exact location they came from. Paper tags, obviously, would not work. I always keep a piece of telephone cable in the shop. It is filled with lots of individual wires which have a thousand uses, and each has an individual color code. I drew a diagram of the car. I then attached a piece of wire to each bearing. Following this, I cut a short piece of wire off and taped it at the right location on the diagram. When it is time to reassemble, all I have to do is match the color codes. Well, it works for me.

Remember, if we each do a little, together we can accomplish a lot!

Dave



This car and owner **Tommy Lumpkin** appeared on the cover of the Sept/Oct 1973 *V8 TIMES*. It is significant for several reasons: It was the very first color cover of the magazine and the first "Best of Show award" of our first Grand National Meet held in Dearborn. Tom and I are charter members of National Capital and I recently enlisted him in our RG. This car is still in fantastic condition after 24 years and is driven to local meets, however Tommy has not had the car judged in many years to allow

other cars to participate in awards. Tom is an expert on '36 cars and is willing to pass on his knowledge. He spoke to our club recently about correct tools for your Ford.

Last August, I received a mysterious box in the mail from Maine. It was a birthday present from "Henry V-Eighth". I found 68-18820, a kit for sales through service in May 1936 to "update" earlier style radio dial faces and control knobs to agree with the new interior finishes (brown). I was amazed! My '36 radio had repro knobs and radio dial and here were the correct ones in excellent condition! I traced my mysterious benefactor to Tom Lumpkin, because he was concerned that my original '36 Phaeton had repro products on it!!

Editor

Welcome back to **Lars Okeson**. Recently retired, he has been busy in the old car /boat hobby. Pictured is his '52 F1 which will haul around the wooden Chris Craft. Lars is currently doing a restoration on a 1942 Woodie that he has had for years.



The doors are completed on the woodie. Most of the work was done at Green Enterprises in Hamilton, Va where the club visited in the spring. President Westrate and Lars are in a race to see who will be completed first, so the rumor goes. Both men have done fantastic work. It will be a neat sight to watch the woodie tow a woodie boat.

With Lars' '42, the **NVRG** now has every year V8 Ford on the roster!! His car brings to six Station Wagons in the Club, with two drivers.

Editor

New Ford for 35 outsells Chevy

In 1935, Henry Ford did it again. He came up with a totally new car that captured the largest share of the market, outselling Chevy by nearly 150 thousand-cars.

The Briggs Manufacturing Company, which built bodies for Ford, is credited with the design of the new car, but credit really belongs to a young man on the Briggs staff, Phil Wright.

Beyond the V8 emblem and the wire wheels, the 35 Ford owed little to any previous Ford. The engine was moved forward eight inches. This enabled the stylist to create a more aggressive appearance, but more importantly, it allowed the engineers to locate the rear seat ahead of the rear axle and improve riding comfort for back seat passengers.

The front spring was moved four inches ahead of the front axle and the rear mount was moved four inches behind the rear axle, giving an extended spring base and making possible the use of longer, softer springs both front and rear.

There was a new frame, stronger, with heavier bracing and more box sections. The bodies were wider and longer. Fenders were deeper and higher crowned. Wheels were smaller, tires were fatter.

Under the hood, the engine boasted a new cast alloy crank-

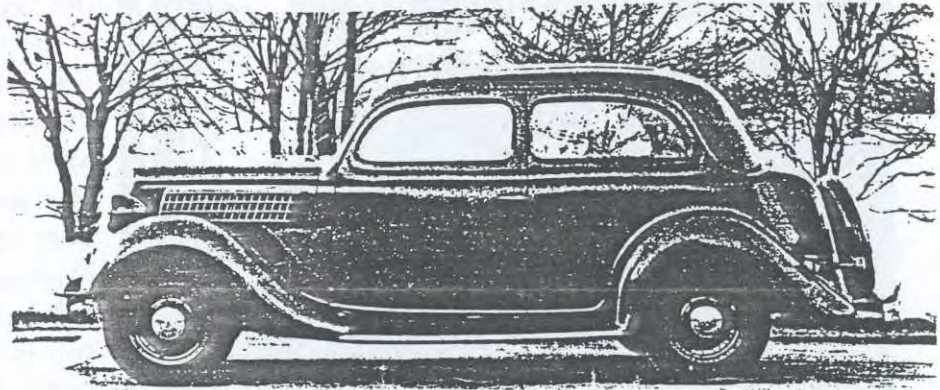
STUD MOTOR CORP



Hood side panel of Auburn 850 Speedster.

shaft, and improved camshaft, directed-flow crankcase ventilation and new copper-lead connecting rod bearings. Horsepower remained at 85.

The clutch was redesigned with centrifugal weights to allow sub-



The new trunk was the distinctive feature of the 1935 Touring Sedan

stantially reduced pedal pressure.

A buyer could choose from 17 models, compared to 11 from either Chevrolet or Plymouth. Four models came in standard trim, with painted grille and windshield frame, black wheels, single horn, single visor and tail light and Bedford cord upholstery.

The others were Deluxe cars, with chrome plated grille and windshield frame, twin-matched tone horns, two sun visors, two taillamps, left front door armrest and a choice of mohair or pin-striped broadcloth upholstery, leather in the open models. Wheels were brightly painted to contrast with the body color.

There were ten body styles, two coupes, three- and five-window; four sedans, two Tudors, a slantback and a trunk model, two Fordors, slantback and trunk; a roadster, cabriolet, phaeton and a convertible sedan.

Commercial models available included a station wagon, pickup, sedan delivery and two panel delivery models.

Prices ranged from \$495 for the standard 5-window coupe to \$750 for the Deluxe convertible sedan. The cabriolet was available only in Deluxe trim with rumble seat. It

cost \$625.

Colors offered included Black, Cordoba Gray, Vineyard Green, Light Gunmetal and Dearborn Blue, the latter two colors available on Deluxe models only. In the spring, two new colors, Palm Beach Gray and Coach Maroon were added to the line for Deluxe models.

Many have noted that the hood side panel treatment on the 35 is very similar to that of the classic boat-tailed Auburn speedster. There is a reason.

In the late 20s, E.L. Cord asked Frank Spring, head of styling for coachbuilder Walter Murphy to develop some custom styling proposals for the low-slung L-29 front-wheel-drive chassis. Cord rejected all Spring's submissions, but some sketches by two of Spring's young staffers caught his fancy. One of the two was Wright, who went on to design the Silver Arrow for display by Pierce Arrow in 1933, before joining the Briggs Manufacturing Company, builder of bodies for Ford.

When Wright joined Briggs, the company was working on a design proposal for Ford. Unhappy with what he saw, Wright worked at home on his own time to develop an alternate proposal. The official Briggs design was rejected, but Wright's work was enthusiastically accepted by Ford officials.

FORD AT A GLANCE 1940-1949

Model Year	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949
Price Range, \$	619-947	684-1013	780-1125	—	—	—	1074-1982	1154-2282	1154-2282	1333-2264
Weight Range, Lbs.	2519-3262	2870-3419	2910-3468	—	—	—	3007-3490	3033-3520	3033-3520	2871-3563
Wheelbases, Ins.	112	114	114	—	—	—	114	114	114	114
6 Cyl Engines, HP	—	90	90	—	—	—	90	90	95	95
8 Cyl Engines, HP	60-85	85	90	—	—	—	100	100	100	100

MERCURY AT A GLANCE 1940-1949

Model Year	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949
Price Range, \$	946-1212	910-1141	995-1260	—	—	—	1448-2209	1645-2207	1645-2207	1979-2716
Weight Range, Lbs.	3030-3249	3008-3468	3073-3528	—	—	—	3190-3540	3218-3571	3218-3571	3321-3626
Wheelbases, Ins.	116	118	118	—	—	—	118	118	118	118
8 Cyl Engines, HP	95	95	100	—	—	—	100	100	100	110

REPAINTING HUBCAPS

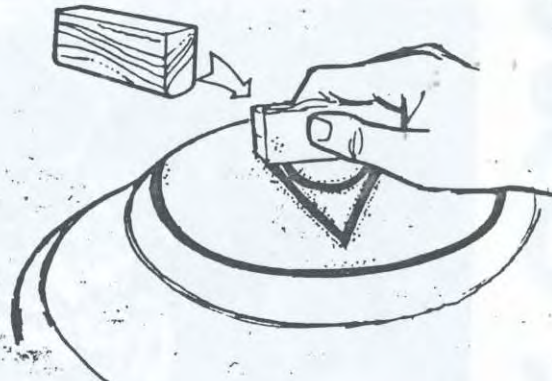
A contribution from Ted Wheeler, New Albany, Indiana

This is a method I used successfully to paint the debossed (recessed) elements in the design of the hubcaps of my 1936 Ford. The same method should work for many other hubcaps used on other models and makes of cars.

The best tool for painting in this application is an airbrush. These devices are small spray guns which operate on 15-40 psi air pressure. There are several makes sold in hobby stores for about \$35. Instructions for use come with the air brush. Spraying is done at a distance of 3 to 4 inches. Having a very small spray pattern, masking is unnecessary for this application. I use lacquer or enamel without a primer coat. Be sure the surface is clean before painting.

The overspray which gets on the raised surface of the cap is removed as follows: Cut a small block of wood long enough to bridge the design — about 2 - 2½ inches long; round the edges as shown in the sketch. A soft, lintless cloth is wrapped tightly around the block and dipped into a shallow container of lacquer thinner, then the excess is removed by making contact with another cloth pad. The block is then pulled across the surface. The damp cloth will remove paint from the raised surfaces without affecting that which is in the debossed area. A double thickness of a soft T-shirt makes a good cloth.

Spray cans of paint can be used instead of the airbrush, but since the spray pattern is much larger, it is advisable to do some masking to reduce the clean up. However, do not mask up to the edge of the design.



EARLY FORD V8



Photo was taken at the Club Installation Banquet at a Chinese restaurant in Arlington, in the early 80's.

Seated left to right:

?, Louise Vincent, Hammon Dyers wife, ?, Bill Dyers wife. Bea Amster, Ginny Potter, ?, ?

Standing Left to right:

?, Bill Vincent, Hammond Dyer, Dorthery Hinkle, Bill Dyer, Mike Gall, G. T. Arrington, Nick Arrington, Kathy Arrington, Tommy Arrington, Hank Amster, John Hinkle, Sandra Green, Buzzy Potter, Cliff Green, Janet Guthery, Bob Guthery, ?, Bill Selley

Contact the Editor to fill in the blanks, Please

Blowing a Head Loose. Because V-type engines will run on one bank, there's a simple method to loosen stuck heads. Back off the bolts on one head about $\frac{1}{8}$ " , leave the spark wires connected, start motor, and head will blow loose. Then tighten this side down, back off the bolts on the other side and run the motor again.

FOLDING BED fits inside Coach

You start with a canvas cot, using the side rails and the canvas, cut as shown, and having an insert sewed in. Longer crosspieces are then needed and a pipe center rail, besides the hinged legs. Method of folding is shown by dotted lines of the center drawing.

*PERFECT FOR HERSHEY!
(TAKE NOTE K. BURNS)*

Restoration of a Glove Box Clock – a timely tale – By Hank Dubois (continuation from page 1)

I found out just how rare my Jaegar clock was when I tried to find a mounting bracket and dust cover for it. After searching for these parts for several years, I just couldn't find them. N.O.S. Jaegar clocks did occasionally appear, but they ranged in price from \$ 800.00-\$1200.00. however, in 1996 I did find a vendor at Hershey who had reproduced a small number of mounting brackets but didn't have any left for sale. He told me that he was planning to have a few more made and he let me look at and trace the one remaining bracket that he had. I checked with this vendor again in 1997 to see if it had any brackets. He did but I felt that his asking price of \$ 75.00 was too much and I decided to make my own from the drawing I had made the previous year.

Using the drawing and a piece of heavy guage sheet metal that I got at no cost from a farm machinery dealer in Purcellville, Virginia, I fashioned a functional mounting bracket that was very similar to the original. For a dust cover, I used a large size Underwood deviled ham can which just happens to have the same diameter and depth dimensions as the original dust cover. The can was modified with a large hole in the center of the bottom for the clock's setting knob, two small holes for mounting screws and a hole on the side with a rubber grommet for the wiring. I ordered a correct wiring harness for approximately \$27.00 from Rhode Island wiring service, Inc. The harness was made to order using the hard-to-find light socket that I had obtained from Bill Dexter. I was very pleased with the harness that I received back and I would recommend this company to other club members for special wiring needs.

The final part of my clock's restoration was replacing the curved face plate glass and that proved to be the most tedious. The glass is not available and must be custom made. After looking at all the reproduction dash glass that is currently available from the various V-8 parts suppliers, I decided that the 1934 ashtray radio face plate glass might possibly work. I knew Bill Simons had a restored '34 ashtray radio that he was planning to install in his roadster so I asked him if I could borrow his original glass to check for possible fit. The '34 glass had the correct curve but was about 1/8 inch too large in diameter. Close enough! I ordered the repro '34 glass from Mac's for less than \$5.00. The repro was slightly thicker than Bill's original and it had a very slight tint unlike the original clock glass, which was clear. However, when placed over the clock face, the repro glass looked great. Using 100 grit silicon carbide sandpaper on a small hardwood block, I worked the edge of the glass down carefully and, about 5½ hours later, it fit perfectly into the clock bezel. I found out that you can't hurry this process (by using a moto-tool-grinding attachment) without chipping the glass. Luckily, I had enough sense to conduct this experiment with the old glass and, therefore, didn't ruin my new repro.

All in all, I am very satisfied with the results of this project and I enjoyed showing it to fellow members at the January meeting. For a little over \$ 80.00, I have been able to restore a very rare and desirable accessory for our V-8. Maybe someday I'll run across an original mounting bracket and dust cover at a reasonable price. Until then, the parts that I fabricated with a little Yankee ingenuity but at no cost will do just fine!

Members who are interested in getting their clocks running may want to review the January/February 1991 V-8 times for some ideas. That issue contains another article by Bill Dexter and deals with repairing your own clock. Also Bill Dexter's clock business has apparently been taken over and is operating under the same name, West Hill Auto Clocks Sales and Services. Hemmings carries their ad under "Services Offered"

March 10th Meeting program. Water Pumps and Intake Manifolds.

- Does your water pump throw water or grease?
- Do you have the correct model water pump for your car?

Bill Simons will discuss the various types of water pumps and how to rebuild them.

Hank Dubois will explain the several types of intake manifolds for 1935 and 1936 Fords.

Frederick Parts Meet Tour set for March 28.

Dave Blum and Jerry's Ford will provide a van to drive to the Frederick Parts Meet on Saturday, March 28. This is a fun event, with lots of great "stuff" on sale.

You don't want to miss it.

We will meet at 7:30AM at Fair Oaks Mall. Please call Hank Dubois before March 21, at (703) 476-6919 so we can get an accurate head count.

CALENDAR

March

- 10 *NVRG Monthly Meeting*
24 *NVRG Directors Meeting*
28-29 Frederick -28th annual indoor swap meet, Fairgrounds

April

- 2-5 Charlotte Auto Fair, Charlotte Motor Speedway
14 *NVRG Monthly Meeting*
23-26 Spring Carlisle
28 *NVRG Director's Meeting*

May

- 9 Winchester
12 *NVRG Monthly Meeting*
16 Old Dominion Meet, Hampton, Va.
17 City of Fairfax Heritage Festival, Antique and New Car Show - NVRG Sponsor
20-23 AACA Eastern Division Meet, Annapolis, Md
26 *Meeting NVRG Director's*

June

- 5-7 Carlisle All Ford National
9 *NVRG Monthly Meeting*
14 Sully
19-20 AACA Eastern National Meet, Salisbury, Md
29-July 4 EFV8CA Grand National Meet, Dearborn

July

- 9-11 Grand natl AACA Meet, Cherry Hill, NJ
12 Natl Cap Reg. V8 show - Brookville, Md
14 *NVRG Monthly Meeting*
24-26 Summer Carlisle
28 *NVRG Director's Meeting*

August

- 8 Fredericksburg AACA Show
11 *NVRG Monthly Meeting*
22-23 Virginia Wine Festival
25 *NVRG Monthly Meeting*

September

- 6 Mt Airy - Sugarloaf Region AACA
13 Out of the Past Review - Vern Parker's "Times"
20 Bull Run Region AACA, Manassas, Va
20 Piedmont Region AACA, Charlottesville, Va.
Dick McIninch 804-361-2568

October

- 1-4 Fall Carlisle
7-10 Hershey

Call Editor for addition to this list - check date for sure!



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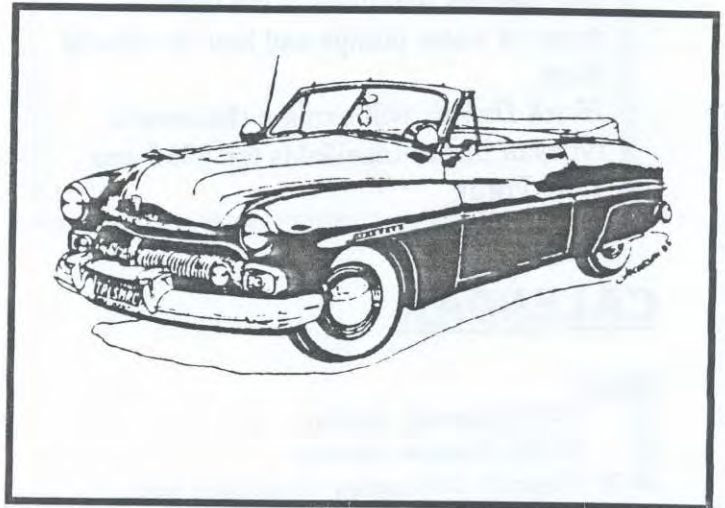


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 Newsletter: **Cliff Green** 426-2662

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



FIRST CLASS MAIL

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