



Northern
Virginia
Regional
Group



VALVE CLATTER

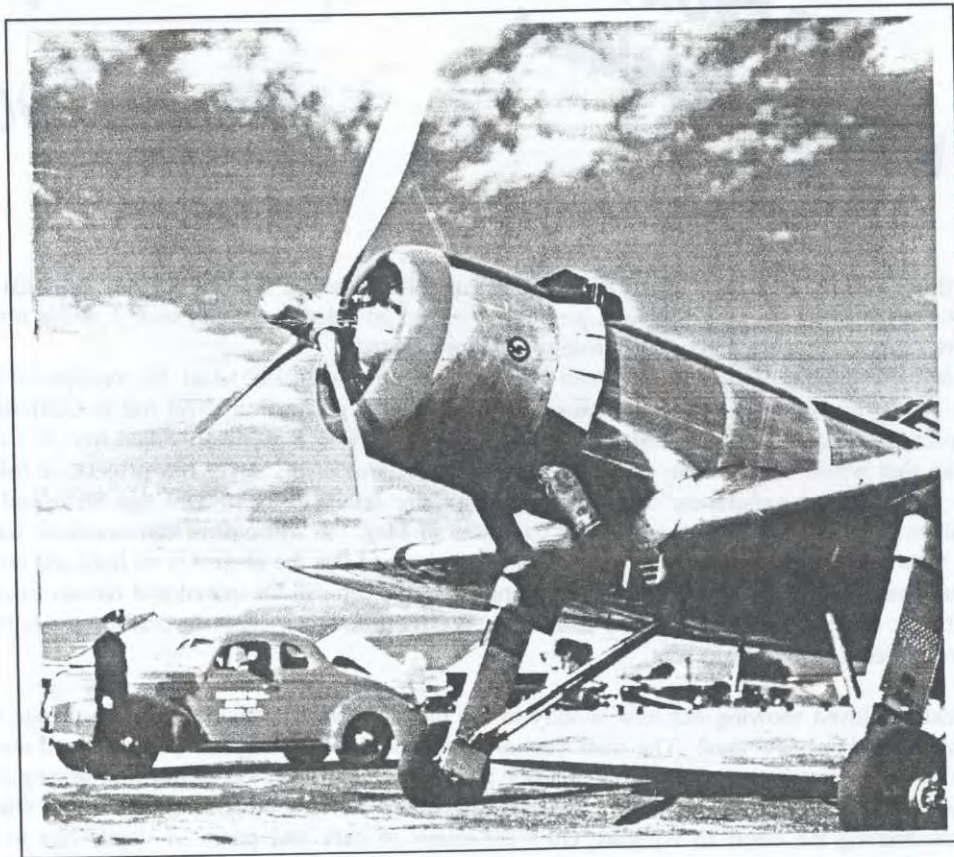


THE EARLY FORD V-8 CLUB OF AMERICA
Regional Group 96

Volume XXIV, No. 3

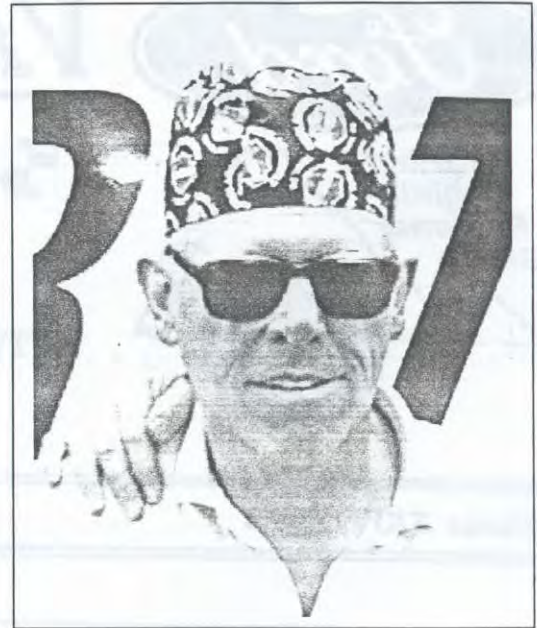
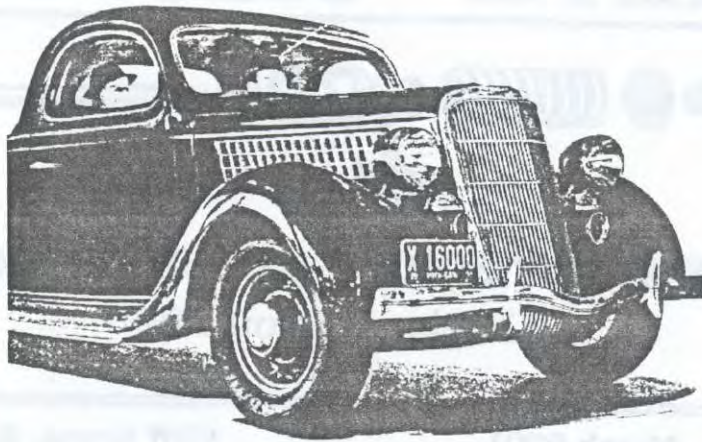
March 2001

Cliff Green, Editor



This Vultee V-11T, beside the bright red Roosevelt Field Airport Patrol car, was used as a Pratt & Whitney engine test aircraft. Originally completed as a prototype in 1933 and designated V-11A, it was modified and delivered to P&W in 1940 and served until 1945. The 1940 standard coupe with black wall tires, and red grill, must have been a low mileage vehicle when it retired!

Credit for this photograph goes to the *American Aviation Historical Society Journal*, Winter 1994, and to **Von Hardesty** who gave it to the editor. Material like this is welcome!



UP FRONT With the President

March, 2001

March 2001

Whoever said that February is a slow month for antique car folks wasn't a member of our Regional Group! We've been busy! The February membership meeting was probably the best attended ever with over 3 dozen members present. **Vern Parker's** remarks about the growing number of nice original or restored antique cars being irreversibly converted into street rods really got our attention. And, his example of the nicely restored '36 Ford Roadster, owned by **Bob Rosenthal** and currently awaiting conversion to a street rod in California, prompted us to try and save this particular car, if possible. **Steve Pieper**, who knows Bob Rosenthal, called him in California and discussed options with him that would save the car and still meet the objectives of his street rod project. I followed up with a letter expressing our concern as an antique car club and providing more details to the options that Steve had outlined in his call. I also invited him to join our club and to attend our car show in May. In subsequent conversations with Mr. Rosenthal and **Paul Janaske**, who oversees Rosenthal's car collection, I have learned that the project is on hold and that some of the options we presented are being explored. Hopefully this rare and desirable car will be spared and remain essentially "as Henry built it". I want to thank **Steve**, **Dave Gunnarson** and **Dave Westrate** for their input in drafting the letter as well as the other members who reviewed it before it was sent.

Cindy and I really enjoyed showing our new woody to the members who participated in the garage tour on the 17th. It's always fun to show off your new toys! The work session at the **Williams'** garage, which followed our garage tour, was also very successful. NVRG members worked through lunch until about 3:00 P.M. identifying and pricing all of the V8 parts that could be located. **Marty Williams**, Gil's son, was very appreciative of our efforts, as was **Clem Clement** of the Model A Club that is coordinating the effort to liquidate Gil's collection of cars and parts. I would like to add my thanks to the members who worked on this project. I'm pleased to report that Marty is keeping his dad's '39 Ford Pickup and has joined our club.

We've got a couple of neat things planned for March! **Steve Pieper** has arranged for a presentation by a professional metalsmith at our March membership meeting and I encourage all members to attend and learn a few things about metal fabrication and repair. And we're planning, through the auspices of **Dave Blum**, to have a vanpool to the Frederick Parts Meet on the 24th. We'll be taking a head count at the membership meeting for this event.

Don't forget to look under that car cover and say hello to the Ford V8 that's been hibernating in your garage all winter. The driving season is right around the corner and it's time to get reacquainted!

Hank

THE FORD BRANCH SYSTEM

EDITOR

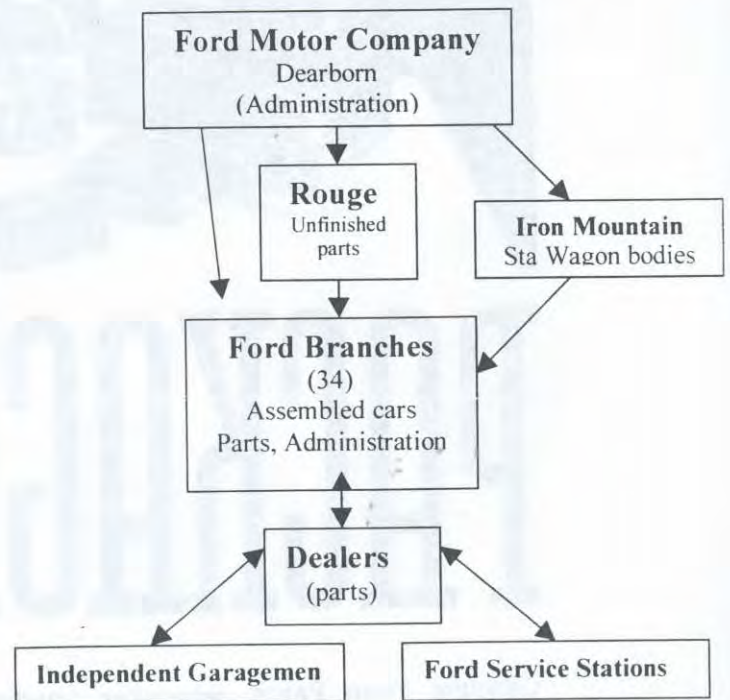
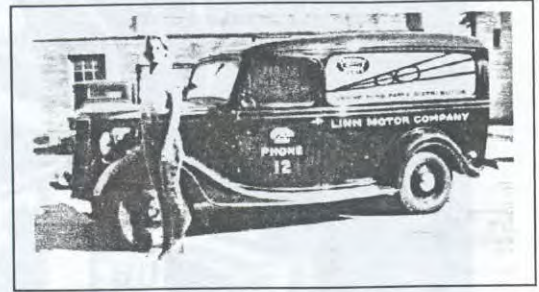
In 1938 Ford Motor Company was structured into 34 districts or branches that were scattered around the country relative to population centers and convenient to transportation. Some of the branches were assembly plants, others were distribution centers. It was more economical for Ford to ship parts to the branches to be assembled rather than completed cars. It was easier to stack unpainted fenders by the hundreds along with doors and frames from the Rouge plant into ships or freight cars. Also, there would be less damage to unfinished parts in shipping than in handling a finished product. Capacity would be increased (Rouge could not assemble enough cars for the demand), employment would be dispersed, suppliers closer, inventory size reduced, plus numerous other advantages.

On the East coast, closest to us, Ford Branches assembled cars in Edgewater, NJ, Chester, Pa., Norfolk, Va. and at one time in Alexandria. All of these facilities received parts from the Rouge via 300' Ford Company ships or "canal boats". Charlotte Ford branch, on the other hand, received assemble cars, via rail, from Norfolk. Ford station wagon bodies were assembled on the floor pan in Iron Mountain, Michigan, then shipped by rail to the assembly plants. I believe this was the only body style pre-assembled.

The different branches were responsible for certain territories, within which were the dealers. The dealers received cars and parts, literature, bulletins, etc. from their branch. Dealer communications were directed to their branch, not Dearborn. Some dealerships were parts distributors to smaller "Independent Garagemen" who were authorized to hang the "Ford Parts & Service" sign. Ford dealers had their "branches" too, called neighborhood Ford Service Stations that pumped gas and did repairs along with selling parts and accessories.

Branch offices provided training to the dealers in the form of filmstrips with recordings that

covered topics for salesmen and mechanics. These aids were available via mail or from instructors traveling the district in sedan deliveries with the lazy 8 emblazoned on the side. Usually 1 ton panels were used by the dealers to sell parts in the hinterland to the "garagemen", as below -



A classic neighborhood Ford Service Station



PACKAGED

**FOR PROTECTION
AND IMPROVED
SALES APPEAL**

GENUINE FORD PARTS, wherever practical, are packaged in attractive cartons.

Beyond giving protection, this policy creates added sales appeal by making the parts more attractive to your customers. Because you display Genuine Ford Parts you win the confidence of Ford owners, for they naturally prefer

replacements which match, in every respect, the parts originally installed in their cars at the factory.

Inviting displays of Genuine Ford Parts in Ford cartons in your display windows are as important in building business as displays at the parts counter. Use both to stimulate larger sales.



FORD MOTOR COMPANY • DEARBORN • MICHIGAN

Ford Dealer & Service Field for September, 1935

7

BUSHING BASICS – What I should have known before I started. – *Dave Gunnarsen*

Many of you reading this know far more about this subject than I, but if my story helps just one person avoid the same mistakes, I'll be satisfied.

My introduction to bushings started innocently enough. I discovered that someone had welded the pitman arm to the sector shaft of my truck making removal of the steering box for cleaning more than a little challenging. After much filing, grinding and muttering words that are not fit to print, I was able to separate the pitman arm and remove the steering box. Obviously, after this treatment, the sector shaft was in poor shape and the pitman arm was a total loss.

I was able to find a NOS sector shaft and a good used pitman arm. Upon disassembly of the steering box, I found that the old sector shaft had some wear and the two bushings in the casing were also worn. New replacement bushings were procured. Photo 1 shows the bushings, sector shaft housing and the sector shafts.



Thanks to a press at work, I was able to push out the old bushings and press in the new ones. Now I thought I was all set. Wrong! The sector shaft didn't fit.

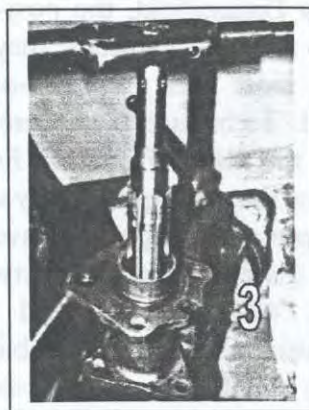
Obviously the cheap replacement bushings were defective, or so I thought, and a set of NOS bushings was ordered. Now, back to the shop at work, out come the replacement bushings and in go the NOS bushings. Admiring my handiwork, I brought the newly refurbished unit home. Guess what surprise awaited me? The sector shaft didn't fit again! Now what?

Back at work I asked an old hand at the machine shop what to do about my problem. He took one look at the parts and said,



"You need a hand reamer". I said "A what"? He then lead me over to a large set of drawers and pulled out the tool shown in photo 2. It is a 12-inch long threaded shaft with six tapered slots cut along its length. Cutting blades slide in the slots and are held in place by two threaded rings. Moving the rings slides the blades along the tapered slots thus changing the cutting diameter of the blades. The machinist handed me a reamer sized 1-3/16" to 1-9/16" to enlarge the bore of the bushings to the proper 1-1/4" diameter of the truck's sector shaft. He also let me borrow the proper handle. The sector shaft casing

was firmly mounted in a bench vise and the reamer adjusted to just fit inside the bushings (see photo 3).



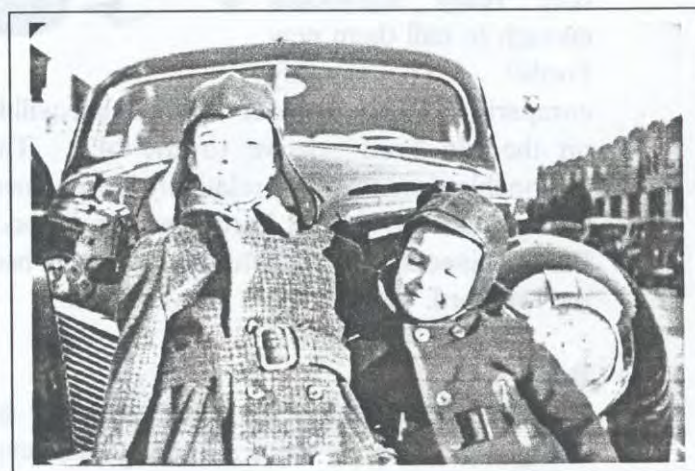
really well, so I'm happy.

My lessons: (1) It takes a press, new bushings, the properly sized hand reamer and some patience to do the job right. (2) It's really not hard to do. (3) Having a Professional Machinist as a friend is a good thing.



The machinist suggested increasing the diameter with multiple cuts and going very slowly at the end to ensure a good fit. Sure enough, after making several passes, the bore was slowly increased, and the sector shaft slid in like silk (photo 4). I did the reaming all by hand and will admit that the diameter of the bushings at the outer ends is larger than the main bore diameter, but this is more a result of my lack of experience and the shaft fits

MYSTERY MEMBER



The mystery member is the lad on the right with his brother – hint: it was taken in DC in 1941. See page 8 for the answer

'46 FORDS: HOTTIES OR JUST WARMED OVER

by John Girman

To paraphrase Rodney Dangerfield, the post-war early Ford V-8's get no respect. Typically, they are maligned as being no more than "warmed-over" versions of the '42 Ford. To be sure, there were few major changes among the '46, '47 and '48 Fords themselves. But is it true that, as a group, they were merely a rehash of the pre-war design? Or have the minimal differences in the body and style between these cars and the '42 Ford obscured real differences? Both Consumers Union (the publisher of Consumer Reports) and Consumer's Research suggest that there are real differences. Consumers Union noted that "Quite a few changes have appeared in the 1946

[Ford] V-8 engine" and that "Ford continues to experiment with springing,...."

Consumer's Research added "the '46 Ford car can be properly termed a 'new' model."

What are the differences between the '42 and the post-war Fords? And are they really significant enough to call them new Fords? To simplify comparisons, the remainder of this article will focus on the '46 Ford relative to the '42. This is reasonable since there are relatively few engineering changes among '46-'48 Fords, principally because Ford engineers were concentrating on what became the '49 Ford.

Body

With the exception of a new and wider hood, changes in the body were almost nonexistent and confined primarily to changes in trim, especially the grille. There were minor changes to the bumpers and the front parking lights. Hubcaps were restyled as well.

My husband says the brakes are self-centering and hydraulic - whatever that means! All I know is they're so easy that I can taxi the children all day without tiring out!

Peter, my teen-aged son, tells me that Ford is the only car in its price class with a 100 hp V8 engine.



Interior

The '46 Ford had new fabrics and a dash that was more colorful than those of previous Fords and made good use of "rich" plastic trim.

Suspension

The '46 Ford had new leaf springs with more and thinner leaves, creating slower-acting springs to improve the ride. The main leaves were now shot peened to extend their life. The Super Deluxe models also had spring covers to retain lubricant and protect them from dust and water. A rear stabilizer was added to improve cornering. Spring shackles were improved with the use of neoprene bushings. The shock absorbers were upgraded with neoprene seals and a new shock fluid less affected by temperature changes.

Cooling System

For the first time, Ford cars had a pressurized cooling system. In addition, the radiator had a better center mounting system that reduced the tendency of the radiator to flex and leak at the corners. The valve seats in the block were moved nearly 0.1 in. further from the bores to enlarge the water jacket at this point

and improve cooling. The water pumps now had a bronze washer between the housing and the seal to improve the life of seals.

Brakes

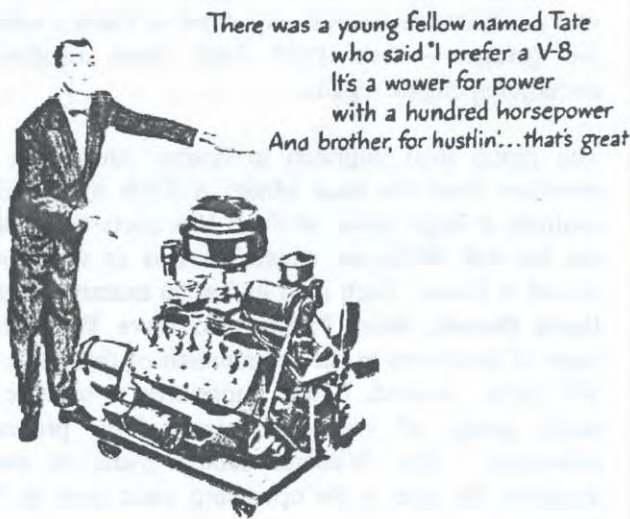
Brake drums were larger and brakes were now self-centering. This gave better braking, lighter pedal action, full lining contact, longer wear and fewer squeaks.

Engine

Here we find some significant changes. For the first time, Ford had a 100 hp engine. Using the 239 cid Mercury engine, Ford increased horsepower by

10 hp. Even within this engine, changes were significant. Compression was raised to 6.75 to 1, instead of 6.4 to 1 for the old Mercury engine. To improve oil and fuel economy, the engine used aluminum pistons with four rings instead of cast alloy steel pistons with three rings. The piston pins had heavier wall thicknesses. The crankshaft had heavier counterweights. Rod bearings were made of new alloy, "Silvaloy," to extend bearing service life by two to three times. The rod journal size was increased. The aluminum camshaft timing gear was new as well.

The oil pump had 30% larger capacity and all engines now had an oil filter. The oil seals on the rear main bearing had been improved. Both exhaust and intakes had hardened valve seats and the intake ports were enlarged. The valve springs were shot peened for longer life and were rust-proofed. The angle of the valves as measured



from the left bank to the right bank of the engine, was decreased from 101.5 to 100 degrees to reduce cracking. New intake manifolds with thermostatically controlled heat were now standard and improved driveability. The carburetor was also redesigned and an oil bath air cleaner was now standard. Motor mounts were improved for longer life and better isolation.

Electrical/Ignition

Changes to the electrical system were numerous and included the ignition system. The distributor was redesigned and simplified, becoming the rabbit type distributor. Ford claimed that the new distributor was dustproof and waterproof. Ignition wiring was made of synthetic rubber (once again, neoprene) and coated with plastic to be more resistant to heat, ozone and oil. The voltage regulator was redesigned for longer life.

Said a penny-wise man from East Liston,
 "The 4-ring aluminum piston
 saves oil and saves gas,
 gives you power to pass,
 So a Ford Eight I'll insist on!"



Bumper Jack

Yes, that's right, even the bumper jack was new. The ratcheting type bumper jack had replaced the old style "slip-stick" jack.

Summary

The first '46 Ford rolled off the assembly line on July 3, 1945, the first in the automotive industry to do so. Yet, Ford had applied lessons learned from World War II to significantly change and improve the '46 Fords. The similarity in the body styling and sheet metal should not obscure the real differences between the post-war models and those that proceeded them. Anything more than a casual look beneath the largely unchanged sheet metal of the cars gives ample proof that they were, indeed, new models.

There's a



in your future

MYSTERY MEMBER FOR MARCH

Dave Blum is the mystery member pictured with his older brother around 1940, when he was four years old. He writes: "The car is my father's 1939 Mercury. It was the only Ford product he owned until 1973 and he only kept it for two years."

JANUARY MEETING NOTES

by Tom Shaw

A very large turnout of members and spouses were treated to an intriguing presentation by Mr. **Vern Parker** from the Washington Times. He got our undivided attention when he described the test car he drove to the meeting. We've all heard about cars that run on gas and battery power. This was the first time I've heard first-hand testimony about the reality of driving such a car in the congested traffic of Northern Virginia. We were told its top speed is 70 MPH. The engine shuts down when the foot is taken off the accelerator and/or when the brakes are applied. According to Vern, acceleration is sluggish. Once the accelerator is pressed again, the engine automatically starts up and propels the car forward. Unless we discover a large new oil deposit in the US, we all might be operating such an automobile in the future.

Vern's second half of the presentation focused on a very sad story, a story that most antique car owners shudder to hear. It seems that a friend of his, Mr. Bob Rosenthal, has shipped his pristine 1936 Roadster to a California firm to have it made into a street rod. According to Vern, street rods bring more on resale than many original cars because muscle cars and street rods are high dollar cars in today's market. Pictures were lined up on the meeting room fireplace mantel showing the car in all its splendor. The point was made by several members that Bob Rosenthal should consider making a rod from a fiber glass body or metal reproduction, leaving the 36 Roadster intact.

Vern Parker appealed to us to do something to save the excellent condition and limited production 36 Roadster. Later, I read an excellent letter drafted by **Hank Dubois** which will be sent to Bob Rosenthal requesting him to consider other alternatives to making a rod out of such a beautiful car. Hank tells me that **Dave Westrate**, **Steve Pieper** and **Dave Gunnarson** helped with the letter. This was a two-page letter, very tactfully constructed so as to not offend Bob Rosenthal, and laying out our case for preserving such a rare car. Lets hope it works.

NOTICE: Proposed Bylaws Amendment

A proposed amendment to the bylaws will be read at the next membership meeting, March 13. This amendment is being proposed by the NVRG Board to update and simplify the NVRG Bylaws. Copies of the proposed amendment will also be available

FIRST TOUR OF 2001

by Von Hardesty

Several members of the NVRG gathered at President **Hank Dubois'** home early on the morning of Saturday, February 17 for the club's first tour of the season. With coffee and donuts supplied by Hank and **Cindy**, many in the club had a chance to inspect Hank's new acquisition, a 1939 Ford Deluxe Woody. He recently acquired the woody in New Jersey. The vehicle is in excellent condition and all agreed that this model is one of the most attractive woodies of the pre-war era. Hank described his plans for the woody, which will be more conservation than restoration - happily for Hank, the wood components are well preserved. There was considerable interest expressed in Hank's other cars in the garage -- two 1935 Ford three window coupes undergoing engine repairs.

The group then migrated to nearby Annandale to assist members from the local Model A Club to identify and to evaluate a large cache of Ford V-8 parts that belonged to the late **Gil Williams**, remembered as an avid collector of Model A Fords. Each item had to be examined and labeled. **Hank Dubois**, **Steve Pieper**, and **Dave Westrate** led the team of detectives in the examination of these assorted Ford V-8 parts. Indeed, it was impressive to observe how our small group of volunteers successfully processed this collection. The Williams family plans to make them available for sale at the upcoming parts meet at Frederick, Maryland.

Van Pool to Frederick Flea Market

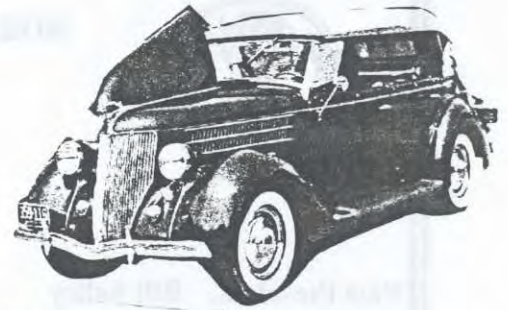
Saturday, March 25, 2001

7:30 AM

Meet at the Fair Oaks parking lot
near the Holiday Inn
Bring a lunch or buy hot dogs there.
Van arranged by Dave Blum



V8 CALENDAR NVRG



March

- 13 **NVRG Monthly Meeting**, Program: Tom Peters of TP Kustom Fabrications, "Metal Working," Refreshments: **Butch Myrick**
- 24-25 **Frederick Flea Market** (Sugarloaf AACA Parts Meet), Frederick Co Fairgrounds, MD
- 27 **NVRG Board Meeting**

April

- 5-8 **Charlotte AutoFair**, flea market, car corral
- 10 **NVRG Monthly Meeting**, Program: Al Cox of the Alexandria Dept. of Planning, "History of the Ford Building in Alexandria," Refreshments: **Eric Sumner**
- 24 **NVRG Board Meeting**

May

- 5 **Willowcroft Wine Tour**
- 8 **NVRG Monthly Meeting**, Program: Bob Hellmuth of NHTSA (retired Chrysler engineer), "Snowflakes, Fingerprints & Cars," Refreshments: **John Girman**

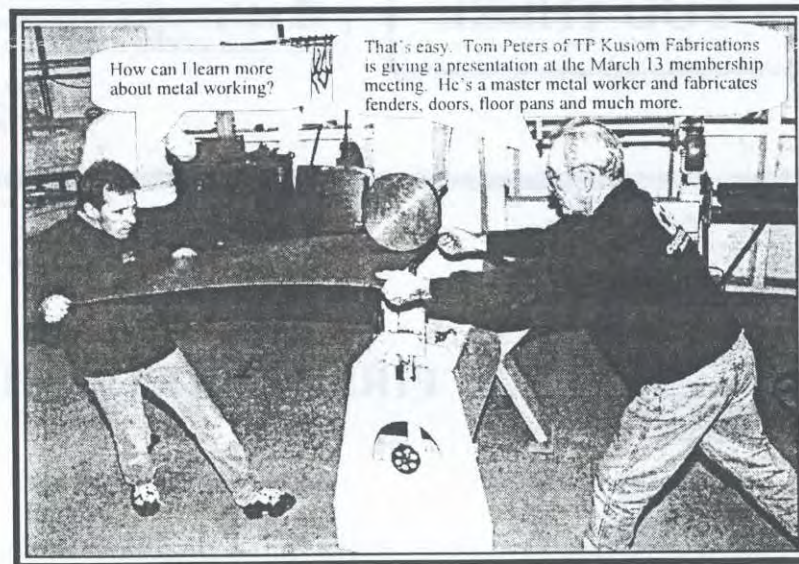
- 12 **Fairfax Car Show**, NVRG's own car show, get your cars ready!
- 19 **Winchester Apple Blossom 2001**, Shenandoah AACA car show.
- 20 **Middleburg Garden Tour**
- 29 **NVRG Board Meeting**

June

- 4-7 **Eastern National V8 Meet**, Westbrooke, CN, great resort by the water.
- 12 **NVRG Monthly Meeting**, Program: TBA, Refreshments: **Bill Simons**
- 13-17 **Central National V8 Meet**, Branson, MO
- 17 **Sully Car Show**, George Washington Model A Club
- 26 **NVRG Board Meeting**

July

- 10 **NVRG Annual Picnic**, Nottoway Park
- 31 **NVRG Board Meeting**



That's easy. Tom Peters of TP Kustom Fabrications is giving a presentation at the March 13 membership meeting. He's a master metal worker and fabricates fenders, doors, floor pans and much more.

✂ Here _____

NAME TAG ORDER FORM

Yes, it's happened! Name tags are available once again. ORDER NOW!!! \$5.00 Member \$8.00 Spouse/Family Member
 Name(s) as you want them engraved: _____

Send or give this order form to **Dave Westrate, 11605 Belmont Drive, Oakton, VA 22124** with your payment.

REMEMBER: IF YOU WEAR THE NAME TAG TO A MEMBERSHIP MEETING, \$2 WILL GET YOU FOUR TICKETS WITH YOUR 50/50 PURCHASE INSTEAD OF THREE.

BOARD OF DIRECTORS

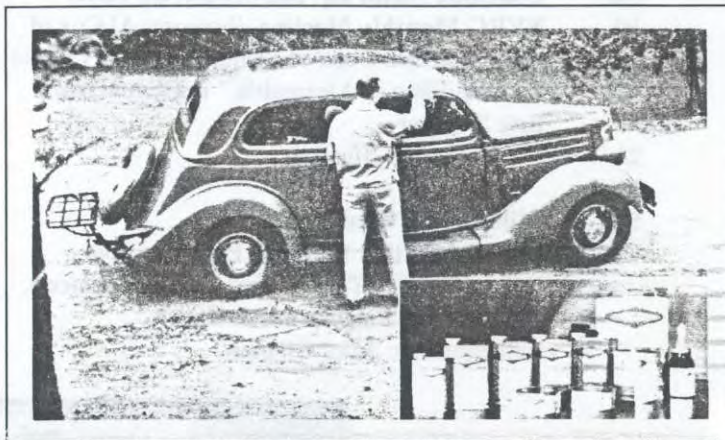
NORTHERN VIRGINIA REGIONAL GROUP



President: Hank Dubois476-6919

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Tours:	Von Hardesty	276- 7579	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 alternates sites. **SEE YOU THERE**



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

FIRST CLASS MAIL

Cliff & Sandra Green
6214 Militia Court
Fairfax Station, VA 22039

