



VALVE CLATTER

Northern
Virginia
Regional
Group

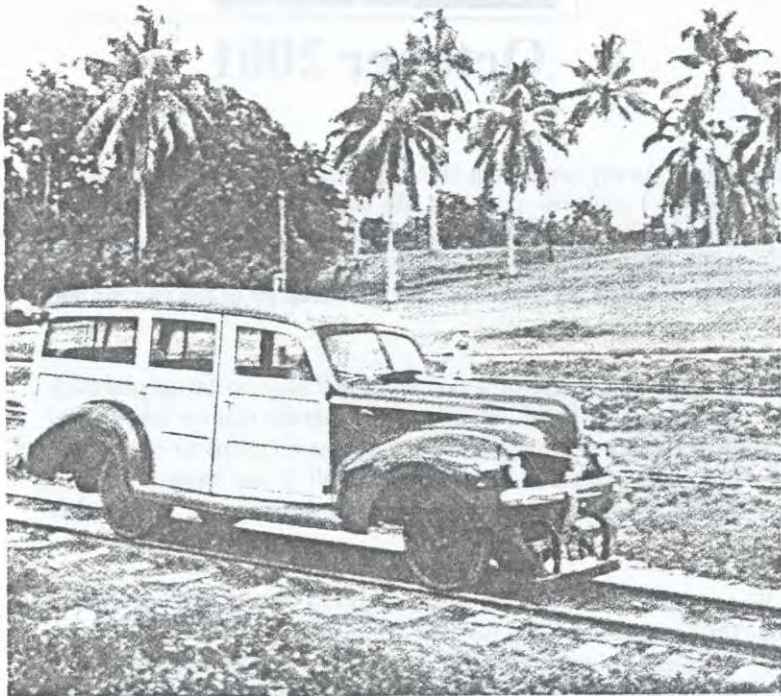


THE EARLY FORD V-8 CLUB OF AMERICA
Regional Group 96

Volume XXIV, No. 10

October 2001

Cliff Green, Editor



ANOTHER WOODIE!

Featured again on the front page, for the second time this year, is another working woodie. (Remember last time was a '40 pulling a communication trailer).

What we have here is a rare '40 Ford, 01A-79A (standard was never used in Ford advertising, it was a Ford Deluxe or a Ford) of which 4,469 were produced. The Deluxe version was 79B.

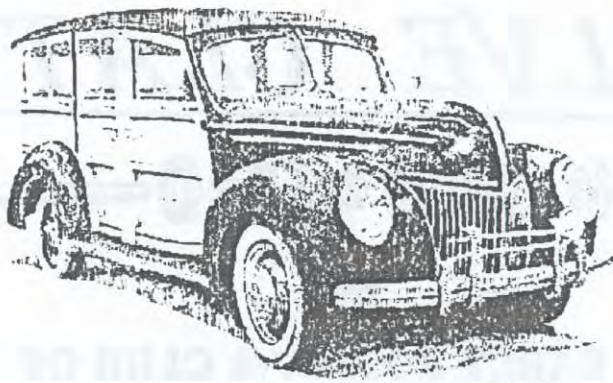
This color picture was found in the May 1941 issue of Ford News. The caption states, "This station wagon, used by Superintendent Hamilton, is one of the United Fruit Company's Ford "railroad" fleet used on its extensive banana plantations in the Motagua District of Guatemala." The fleet must have been quite large as the number 121 is painted in white above the windshield, but most likely the boss was the only one to have such a vehicle. In this

tropical climate, I wonder how long these woodies survived? The body is unique to the 1940 – it is the first year that the rear door hinged from the front and the spare tire returned to the tailgate position. This car is rare today as most "Standards" were working cars and were perhaps subjected to more harsh conditions. Also, only half as many were produced than "Deluxes".

Besides the body attached to the rail trucks some other interesting features are noted in the picture. There is a large lamp attached to the right rear corner post probably to aid in backing up. Also the front bumper remains (as a cow catcher?) though considerably higher than its original position.

The woodie contingent of NVRG is growing with the addition of **Bill Simon's '49**. The roster lists 13 woodies with 11 members! We might be the only RG with two 1942's – **Lars Okeson's** and **Ken Brown's!!**

Editor



UP FRONT WITH THE PRESIDENT



October 2001

When I started writing this message, I was going to say something about the terrible events of September 11. However, I quickly came to realize that I probably couldn't add anything to what's been said already. We've all been affected by this tragedy, some more directly than others. Some of you, like **Cliff Green**, knew or worked with some of the victims while others have relatives or friends that were in or very near the areas affected. Let's help each other through this most difficult time and let's keep all of the victims and their families in our thoughts and prayers.

The Naval Academy in Annapolis was locked down following the terrorist bombings and may not be opened back up before the Lebkicker Tour on October 20-21. However, the Board of Directors has agreed that the tour should proceed in any event and **Don Lombard** and **Ken Burns** are working on some contingency plans to ensure that we will have a full and interesting itinerary for this event. Please make plans to attend if you haven't done so already. And, whether or not you go on the tour, please remember to register your votes for this year's Lebkicker Award with Ken Burns.

The events of September 11 also altered **Bill Simons'** plans to bring his newly acquired '49 Ford Woody home from Maine. Bill was scheduled to fly to Maine on September 15 and tow the Woody home with a rented truck and trailer but his flight was cancelled. Luckily, the seller volunteered to deliver the Woody to Dillsburg, PA so Bill could trailer it home from there. Trouble is, he didn't specify when he would do this until the day before. So, on Saturday afternoon September 22, Bill frantically called **Charlie Morrison** to see if a trailer could be arranged for the next day. Since Charlie's enclosed trailer was too tight for the Woody, another trailer was needed and luckily, Charlie was able to locate a U-haul rental. On Sunday, Charlie, Bill and I, using Charlie's truck transferred the Woody from the seller's trailer in Dillsburg to Bill's garage in Arlington. Needless to say, Bill was relieved to have the Woody home and we were all happy to be part of the team effort that made it possible!

Hershey is right around the corner! With the days getting shorter and the nights getting cooler, you can almost get a whiff of chocolate in the air! If you're like me, you've been making a list of those parts, etc. that you need (or would like to have) for your Ford and counting the days until you can start searching for them at Hershey. It'll be interesting to see how the construction projects, particularly in the Green Field, will affect the event. We have a sizeable contingent of NVRGers going to Hershey this year and I'm looking forward to some good times when we gather for dinner each evening at the Hotel Penn and Sports Bar! Hope to see you there!

May God bless and protect our great country!
Hank

A TALE OF A LOW MILEAGE ENGINE THAT HAS RACKED UP THE MILES WITHOUT TURNING OVER.

Dave Gunnerson

The internet has become a place that can provide some unexpected parts and services for our early V8 Fords. I had one of those experiences this year. While searching through eBay I saw a rebuilt 1935 flathead engine for sale – just what my truck needed. In a normal restoration sequence, if there is one, a rebuilt engine isn't really needed until the project is well along. With my truck restoration is just beginning an engine rebuild wasn't too high on my priority list. Also, I wasn't about to purchase a rebuilt engine based on a short description and one photograph. I sent an email to the owner and we exchanged several notes and talked on the phone. His name is Paul Shirley and he lives in Messena, New York just across the river from Canada and about 750 miles from here. Turns out that he rebuilds engines for resale by Early Ford V8 Sales Inc. in Ballston Lake, NY (30 engines in the last 18 months) so his work has to stand up.

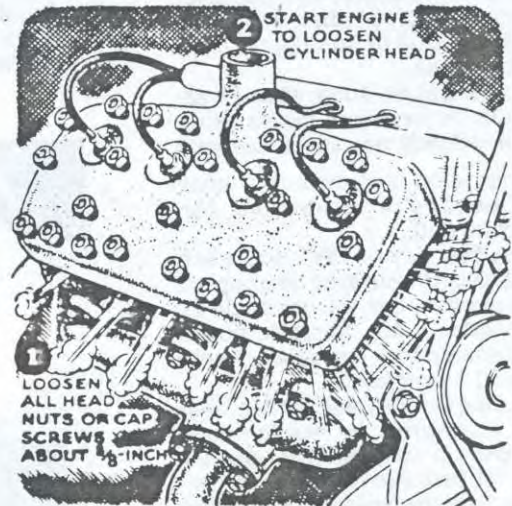
The previous fall I had purchased a solid 1935 short block from a fellow who lived just north of Philadelphia. He had purchased the engine along with 12 others in northern Pennsylvania. It seemed to be a low mileage engine and I spent some winter nights getting it almost completely apart. My heart was into the oily block sitting in my garage and I wanted to try to rebuild it. After hearing this, Paul asked where I lived and said that he and his family were going to Florida in a few weeks and would be willing to stop by to take a look at my engine and let me know what he thought since Fairfax was close enough to his travel route. I figured that it wouldn't hurt to have a second opinion on the condition of my block.

A few weeks later a 40-foot mobile home towing a Dodge Caravan on a dolly pulled up in front of our house. After a bit of small talk, Paul checked out the engine and the parts I had assembled. After a while we struck a deal. Here's what he agreed to do to the engine. Bore the cylinders, turn the rod journals, rebuild the water pumps, resurface the flywheel, paint all metal surfaces like Henry did, check the babbitt and replace and line bore if needed. Provide new pistons, rings, rod and cam bearings, oil pump and pickup tube, valves, guides, springs, retainers, timing gear and any other needed parts. Install an 80 lb oil pump and modify the system to provide a maximum of 50 pounds pressure, install straight stem valves and adjustable lifters. Test run for a minimum of 30 minutes and pressure test for 24 hours to find any hidden water leaks.



We loaded all the parts into his mobile home and got the block into the rear of the towed car. Off went my engine to New York via Florida. He would rebuild the engine and I would pick it up at his Hershey space in the White Field. Once he was done, he called and said that he was headed back to Florida again and would I mind if he dropped the engine off at my house – what do you think I said?! The engine now sits on a dolly in my garage and I'm adding the accessories needed to make it a complete engine. Was this a smart move on my part? I don't really know, the proof will be when it gets running in my truck some day. One more thing, the engine comes with a 90 day warrantee but the clock starts only when the entire vehicle restoration is over and the truck is on the road again. After travelling from Pennsylvania to Virginia, Florida, New York and back to Virginia, the engine is taking a well deserved rest.

Ford TIPS



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.

1939 Ford wagon whittled to shape

Back before retirement occupied all of Dave Westrate's time, he was assigned to be the agent in charge of the Drug Enforcement Administration Training Academy in Quantico.

The new assignment meant a lengthy commute from his Oakton home so Mr. Westrate thought a small pickup truck would be an ideal commuting vehicle.

With that goal in mind, Mr. Westrate and his wife, Barbara, drove to Leesburg, Va., for some car shopping. It was August 1994.

"We spotted a 1939 Ford standard woodie wagon for sale on a small used car lot," Mr. Westrate said. "The car looked so interesting that we stopped to look at it."

After placing a down payment on the 3,080-pound vintage station wagon, one of 3,277 such models manufactured, the couple went down the street and bought the small pickup truck that had been the original purpose of the trip.

"Then we went home," Mr. Westrate continues, "to wonder exactly what we had done."

A few weeks later the Westrates returned to claim their prize and drive it the 50 or so miles to their Oakton home.

"Little did we know what an adventure we were starting on, as we had absolutely no experience with

antique cars and certainly none with woodies or restoration," Mr. Westrate said.

The first day of 1995 was when the old Ford began to be taken apart. To make sure that the car could be reassembled, Mr. Westrate filmed the disassembly. The process consumed 17 videotapes.

During the dismantling Mr. Westrate discovered the wooden body was truly a shadow of its former self. "It had rotted away," he reports, "and the wooden panels were in bad shape."

The only good news was there were enough good pieces on one side or the other to make a complete pattern of the wood body.

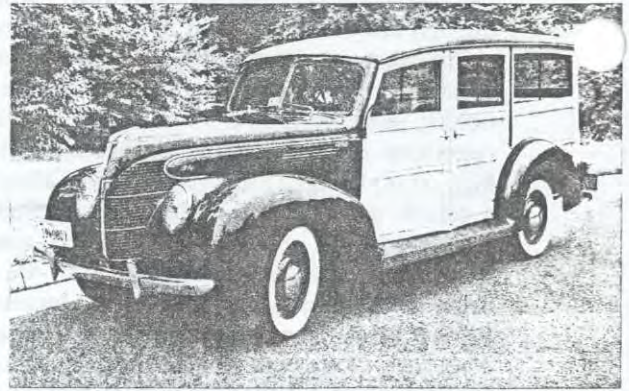
Once the 15-foot, 8 3/4-inch-long wagon was taken apart, Mr. Westrate began to take inventory.

While he was determining what he had and what he needed, Mr. Westrate found another 1939 Ford wagon — this one a deluxe model in Mystic, Conn., and purchased the vehicle. As it turned out, the purchase was fortuitous.

The second Ford unexpectedly came with special custom-made cutting blades to carve hardwood maple into the proper shapes as well as the long finger joints critical to the construction of the wooden body. Those cutting blades were especially valuable since 1939 Ford wooden wagon parts are not reproduced.

It was only after Mr. Westrate acquired the second Ford that he realized the difficulty of reproducing the wooden parts of a 1939 Ford.

Of the seven years Mr. Westrate spent restoring his 1939 Ford standard wagon he estimates five of those years were spent building a complete new wood body out of hard maple. The panels between the maple framing are birch. The original wooden body reportedly came from Iron Mountain, Mich.



The 15-foot, 8 3/4-inch-long Ford station wagon has been restored to the condition it was in back in 1939.

"The only parts of the wood body that could be saved were the 16 basswood slats and maple crossbars that form the wooden roof system," Mr. Westrate laments.

A pair of new rear fenders were found to replace the battered and rusted originals.

The 85-horsepower, 221-cubic-inch flathead V-8 engine was restored to good health. The strong engine is fed from a 14-gallon gas tank and is kept cool thanks to a 22-quart cooling system. The entire rig rides atop a 112-inch wheelbase on 6.00x16-inch tires with a suspension set up so that the car has an 8 1/2-inch ground clearance and can be turned in a 40-foot circle.

The mechanical part of the restoration was the easy part since



Dave Westrate swivels the hood ornament to release the hood. Wagon jangates have improved since 1939.

all the associated parts are easily obtained. Even the rusted floor pans were replaced with a minimum of difficulty.

"You've got to think ahead a little bit," Mr. Westrate said in explaining the reconstruction of the wooden parts. He became adept at the selection of good 6-foot lengths of hard maple stock.

Of the 75 pieces of maple and 15 pieces of birch selected for the car Mr. Westrate proudly reports only three pieces had to be discarded.

He remains mystified at how, even with the economy of scale, the Ford Motor Co. was able to sell the car for a base price of \$860.

Mr. Westrate sent many parts of his car to farflung places for chrome replating, fake wood graining and other trim refurbishing.

His handsome wagon is the first year Ford featured hydraulic brakes and the last year with a floor-mounted shift lever, at least until recent years. Naturally, vacuum windshield wipers were standard equipment.

As the old Ford began to come together after years of restoration with the metal parts painted Dartmouth green and the wooden parts covered with eight coats of marine spar varnish, the effort began to finally be rewarding.

According to Mr. Westrate, it took three men three days to stretch the vinyl top across the basswood skeleton. Additionally, two men spent three days forming and mounting rain gutters on the wagon.

"The original rain gutters," Mr. Westrate explains, "were flimsy and were usually thrown away."

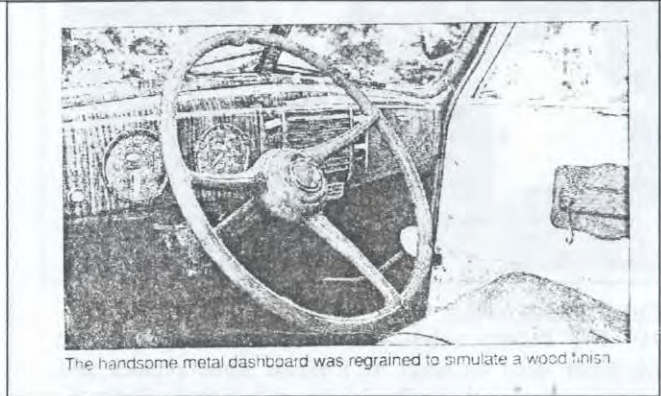
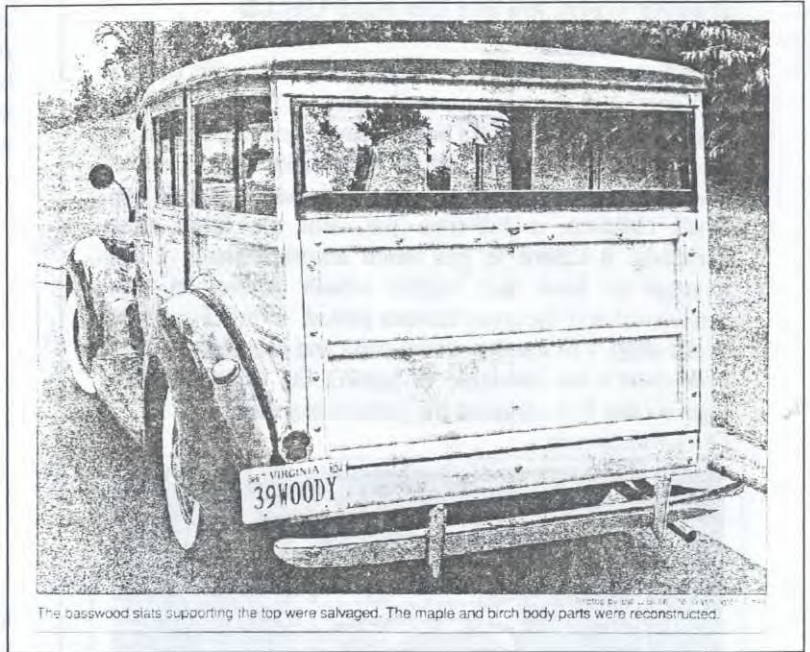
In order to secure the replacements to match the curvature of the body, a screw was inserted every inch along the top. "The rear corners were the most difficult," he said.

With the top in place and the three-spoke steering wheel in place in front of the 100 mph speedometer, the interior was also beginning to take shape.

Since the car was a standard model, it had only one sun visor, that above the driver's windshield. An oval-shaped mirror was standard equipment across the Ford line, as were hubcaps emblazoned with the V-8 emblem.

By June, the car was completely restored and Mr. Westrate anxiously took his wood wagon to the Eastern national meeting of the Early V-8 Fords where he won the Dearborn Award.

Having earned this prestigious award doesn't deter Mr. Westrate from enjoying his car.



WESTRATE WAGON WINS AT REVUE

Jason Javaras

Vern Parker's Show, The 13th Annual Out of the Past Revue, was held on Sept. 10th. The weather cooperated and was about as nice as you could order for this time of year. The turnout was a bit light considering how many cars Vern now has on his list of cars featured in his weekly column but the ones that did show up were enthusiastically received. **Dave Westrate's** '39 station wagon was featured in one of Vern's latest columns and a copy was included in every participant's "goody" bag. His wagon collected enough votes to win 1st runner up! Not wanting to leave out any names, I won't try to recount the large number of NVRG members who attended this show, but we were very well represented. We were all glad to see **Bill and Louise Vincent** in attendance. Bill has been under the weather but as we all know he doesn't like to miss very many car events. We wish him and Louise well. Vern was in his glory of course, grinning from ear to ear as he greeted each participant by first name. He kind of reminds you the jolly old elf of old cars past-ha!

Others cars included: Amster, Blum, Tindall, Morrison, Burns, Javaras, Potter

NVRG CAR STATUS REPORTS

Big Truck Update

The disassembly process is still underway with only a few parts still remaining on the frame. Finding storage space for the large parts while leaving enough room to work on the remaining pieces is a challenge. Another hurdle is finding time to devote to this hobby. With two small children, a full-time job, and the usual time demands, it's hard to get much accomplished. I did manage to have the engine rebuilt (more on that elsewhere) and the front bumper plated. When I can't be in the shop, I'm hunting down parts and literature. Right now there's no timetable to getting the truck all back together but I'm enjoying the process anyway.

Dave Gunnarson



News from the Valley

1949 F-1 Pickup. This will be ready to go to the body/paint shop as soon as I finish some repairs and making sure everything fits for the pickup bed. These F-1s came with a full metal bed over wood. I am rebuilding it with wood bed and stainless steel metal slats. The color will be Vermillion (I hope).

1942 Super Deluxe Conv. is in the paint shop in Staunton where the fenders, doors, hood and trunk lid are being checked for correct alignment. It will then be painted Niles Blue Green, one of the six colors available in 1942.

The interior is ready for installation and the Le Baron Bonney top is on hand when the time comes for that to be installed. The man who restored Pres. Woodrow Wilson's 1916 Pierce Arrow is doing the body and paint work.

Bob Wild

New Wood

I have replaced all the splices that I "fixed up" the woodie with 30 years ago with new maple by using the same stain and many coats of varnish the pieces blend in real well with the original. The wood that wraps around the rear fenders presented a real challenge so I decided to commission a shop in California to make me both sides for considerable \$\$\$. One of the major pieces came with a

visible knot that I had to return. The ends of the wood are not machined (the tongues) so I have to mill them to fit after disassembling the quarter panels. Some of the bolts with blind nuts may be a challenge. I have also made a new right rear corner post for good measure.

Editor



With the fall apple crop in stores, I thought you might enjoy this great version of apple pie –
Sandra Green

APPLE CUSTARD PIE

Serves: 6-8

Preparation: 20 min.

Bake: 425, 10 min

375, 35-40 min.

1 9-inch pie shell, unbaked	dash ground nutmeg
4 cooking apples, sliced	1/2 cup light brown sugar, firmly packed
2 eggs	1/2 cup unsifted flour
1 14 oz can sweetened condensed milk	1/4 cup cold butter
1/4 cup butter	1/4 cup chopped nuts
1/2 ts ground cinnamon	

Preheat oven to 425. Arrange apples in pie shell. In mixing bowl, beat eggs. Add sweetened condensed milk, butter, cinnamon, and nutmeg. Mix well. Pour over apples. In mixing bowl, combine sugar and flour, cut in butter until crumbly. Stir in nuts. Sprinkle over pie. Place in bottom third of oven. Bake 10 minutes. Reduce oven temperature to 375. Continue baking 35 to 40 minutes or until golden brown.

MYSTERY MEMBER FOR OCTOBER

Who is this cool chap with the shades? Will he dent the hood? Answers page 8



REPORT ON WESTERN MEET

Interview of Mike Gall

Mike drove with National Director Sharon Foster in a 1953 Ford Convertible, with "Ford-a-Matic", 520 miles round trip from Apple Valley to the Western National Meet in Prismo Beach. The car performed perfectly. The change in the weather was dramatic – upper 90's in the valley to overcast and cool on the ocean, says Mike.



The meet was organized in less than a year by a group of dedicated V8'ers. 265 members were registered with only 15 no-show – 4 of which were from NVRG! Some went to extraordinary measures to arrive, like Ken Terrio from Conn. whose plane was canceled in Chicago, so he rented a car and drove the rest of the way! 183 cars were on the show field, very few of which were trailered, reports Mike. There were a high amount of hot rod Fords registered who were put in a "Display" area and many others that parked outside the concourse. Of interest were 6 1939 convertibles, 3 sportsmans and about a dozen woodies. (The low turn out of woodies was blamed on the Wavecrest meet the weekend prior).

Bob Drake donated two numbered prints that were raffle off with the proceeds going to the Salvation Army for NYC benefits. \$1750 was collected. Also, all \$\$ over expenses from the meet was donated to the same cause.

The tour the day after the concourse was a visit to a collector with five garages full of automotive related signs. Also, to a member who displayed every model of the 1940 Ford, other than the big trucks.

The banquet arrangements were unusual as half the attendees sat up stairs in the restaurant over looking the Pacific Ocean and viewed the goings on via a video camera! Mike reported it worked well. He said the meet was very successful and it appeared that all had a good time!

FREDERICKSBURG – Jason Javaras

The 44th Annual Historic Fredericksburg AACA Show was held on August 11, 2001. There were 91 cars on the field, which was fewer than usual no doubt because of the dire weather forecast. It turned out to be a beautiful day, however, and welcome relief from the searing

temperatures usually encountered for an August show in our area.

The show was well orchestrated by Club members, with the usual good eats and happy faces everywhere. There was a disappointing turnout of vendors though, and despite a good mix of cars overall, the EFV8 class was very light. The weather predictions didn't keep **Jerry Hill** from driving his '40 Mercury up from Warsaw though. He has three '40 Mercs now and reports that he is taking his coupe to Hershey for sale as well as a fine old '39 standard 2DR sedan. His van is already loaded with Ford parts for sale. Can't wait. Just a heads up – The Fredericksburg AACA Region will host the Old Dominion Meet next year on May 17-18, 2002. I don't know how that fits in with the NVRG's show, but this will be a much larger event than the normal local show held in Fredericksburg. The Old Dominion Meets are supported by numerous AACA Regional Groups from all over the state from Fredericksburg to Norfolk and West to the Shenandoah Valley.

AND NOTHERN NECK

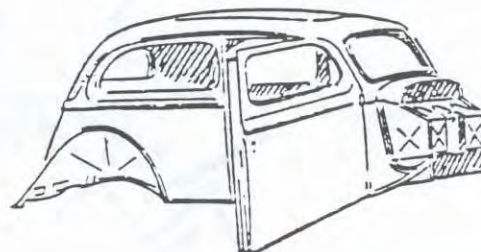
The Northern Neck Region AACA Club had their annual show on Sept. 22nd in Warsaw, Va. This show experienced outstanding weather and a fine turnout of cars. As with Fredericksburg, though, the EFV8s were conspicuously few in number. This is no doubt due to conflicts in many folks' schedules but it makes you wonder whether the old Fords are starting to suffer the same fate as the Model As and Ts that are starting to be scarcer at local shows. The Warsaw Show is quite a drive for some folks, but the roads getting there area pleasure to drive and the scenery is delightful. Anyway, try to put this one on your calendar for next year.

Cliff Hardin's 'freshly restored '41 station wagon won a second place trophy at Fredericksburg, and also a first at the Northern Neck Show in Warsaw on Sept. 22nd. Congratulations, Cliff.

TECH TIP

When an engine loses compression on one cylinder, you can diagnose the trouble with an air hose. After removing and setting the piston on firing position, apply low-pressure air to the sparkplug hole. If air hisses from the carburetor air intake, the trouble is in the intake valve: if from the exhaust pipe, the trouble is in the exhaust valve: if from the oil filter, it's the piston rings: if from the radiator, it's a blown head gasket.

From the Greyhound – Lone Star RG #6



TOUR OF TUCKER MUSEUM



The 1948 Tucker

Saturday, November 17 12:30 PM

Tucker Collection - 216 South Payne Street,
Alexandria, VA 22314

Join us to see three Tuckers in one place! This unique collection of Tucker cars is owned by David Cammack.

Our guided tour will consist of an inspection of the three Tuckers and a chance to see other artifacts: a spare engine, a Tucker test chassis, an impressive collection of sales and promotional materials, and a special film on the Tucker saga.

The tour will be restricted to 22 people, a figure determined by the size of the museum theater. There are a few slots still open for the November 17 tour. Please contact **Von Hardesty** at 540-249-8761 to register for the tour.

If club interest in the Tucker Museum exceeds the limit, we may be able to arrange a second tour for Sunday, November 25.

MYSTERY MEMBER

Yes, the sleek young man from Miami University, Ohio, after a stint in the Army is none other than our treasurer for life -1952

Customline 4 door, Sungate Ivory over Meadowbrook Green, which I owned for about 6 months as an interim car in 1959 in between my 1956 Buick and my 1959 Chevy convertible. **Henry (Hank) Amster.**



FOR SALE/WANT

1921 Cadillac Touring Car - Model 61 Phaeton for sale-asking \$39,900.00 or BO- Car is one of the best you will fine-its a V8- runs and drives great!; 1987 Chevy S 10 Pickup for sale-asking \$2650.00- has a V6 motor runs great. Call 540-869-7475 or E-Mail welco@visuallink.com Gene Welch

For Sale--1955 Thunderbird, 292-3 speed, white with red and white interior, solid body, engine runs well but needs clutch. 65,000 original miles, good restorable car. \$13,900. Call Bill Simons at 703-536-3648

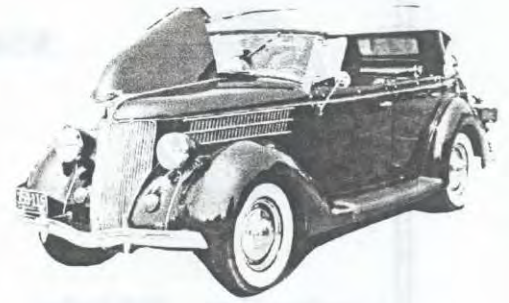
HERSHEY

Here is the map on where to locate the NVRG camp site. Every afternoon around 4:00 (starting Tuesday) we gather to get off our feet with some beverages and munchies to discuss the "find of the day" - show and tell! About 6'ish we all pile into a van and go to the Penn Hotel and Sports Bar where we have a large table reserved for 14 - food is good and cheap - the owner knows us since this has been a tradition for some 20 years!

The camp site is behind the Longmeads Farm house - if you walk between the house and barn, down a slight hill you will see the Editor's red Ford F-150 with a camper-shell and Dave Gunnerson's conversion van. A pond is to your right and ball field behind. Come join us at the site and/or Penn Hotel!



V8 CALENDAR NVRG



October

- 4-7 Carlisle
- 9 **NVRG membership meeting CANCELED**
because of Hershey conflict!
- 9-13 **HERSHEY!**
- 20-21 Lebkicker overnight tour – Annapolis
- 20 40th Annual Rockville Show

November

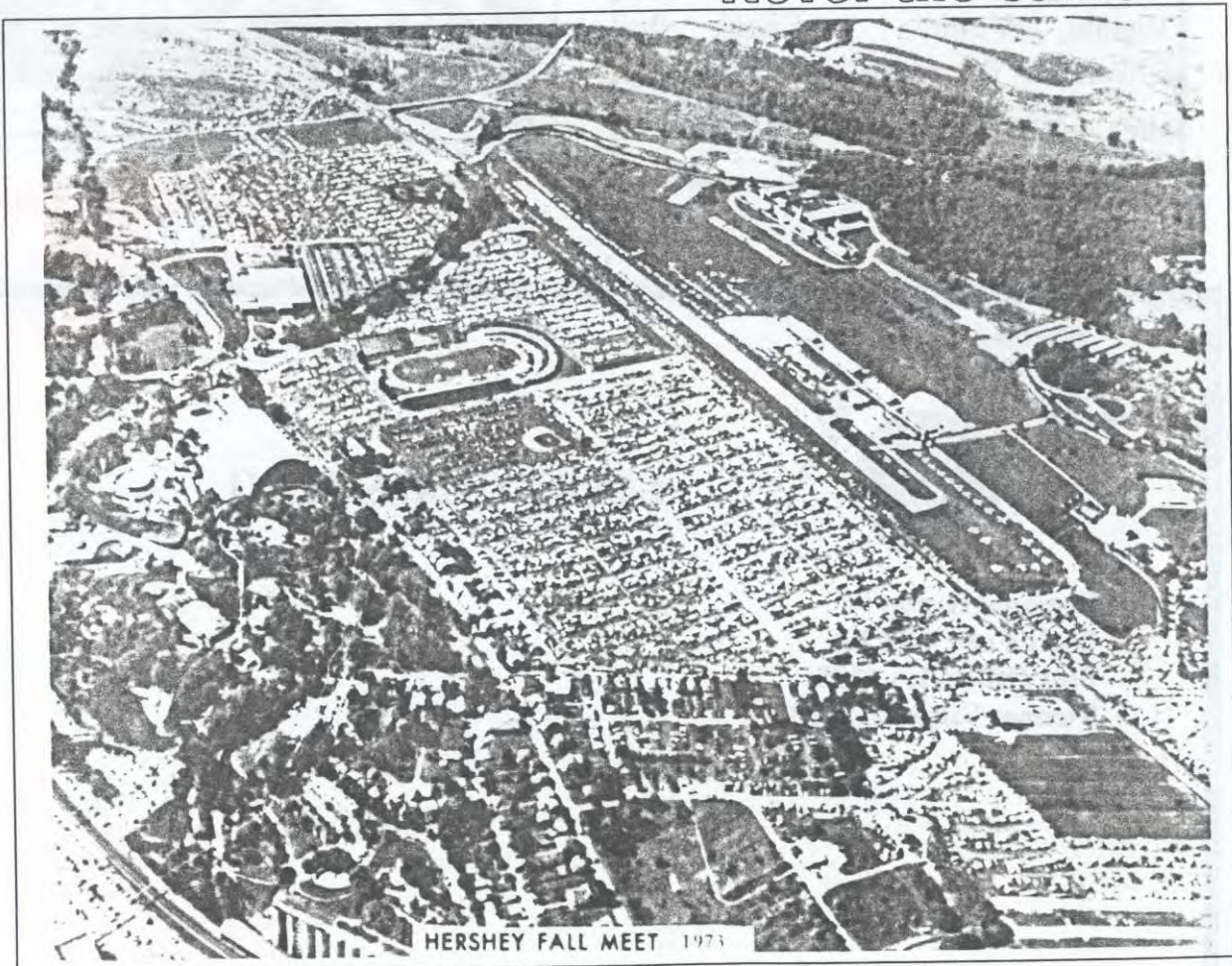
- 11 **NVRG Membership meeting** – Slide show of Hershey.
Refreshments: **Dave Blum**
- 15 Tucker Museum, Alexandria This a tour that
no one should miss – train collection too.
- 27 **NVRG Board Meeting**

December

- 1 **NVRG Christmas Party** at the Fairfax
Country Club – mark your calendar!
No Membership or Board meeting this month!



Never the same!



HERSHEY FALL MEET 1973



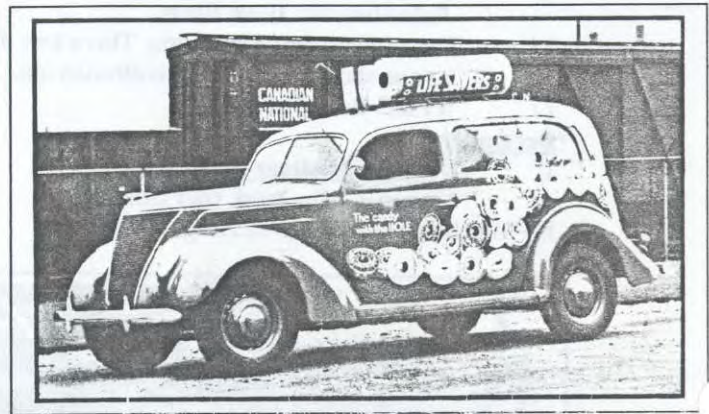
**BOARD OF DIRECTORS
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Tours: Von Hardesty	540-249-8761	Newsletter: Cliff Green	703-426-2662
Past President: Dave Westrate	703-620-9597	Historian: Don Lombard	703-690-7971

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**



FIRST CLASS MAIL

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

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