



VALVE CLATTER

Northern Virginia Regional Group



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

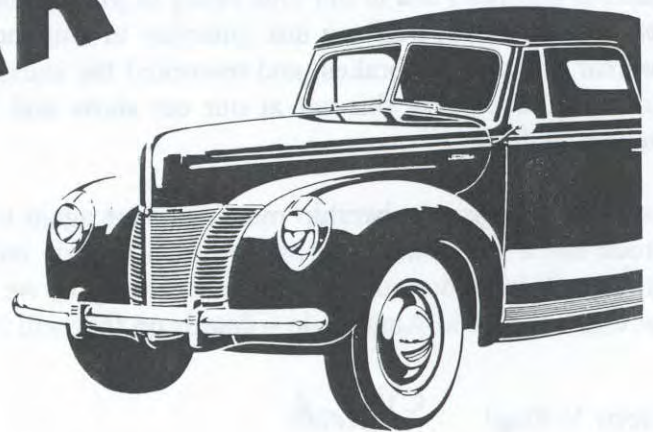
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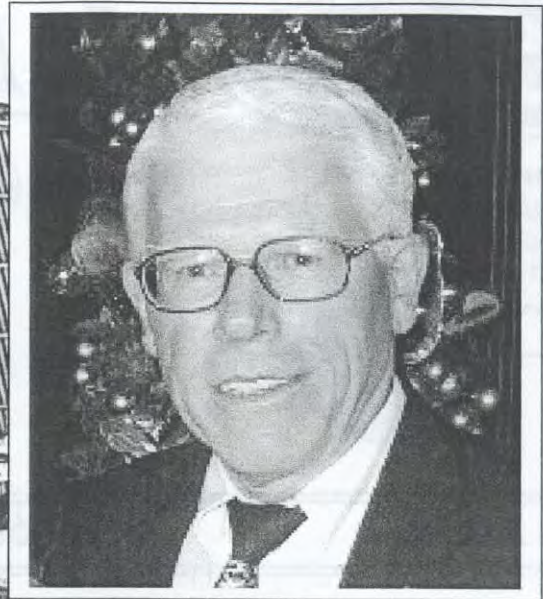
~~JANUARY~~
~~October 2002~~

Cliff Green, Editor

THE NVRG BOARD OF DIRECTORS WISHES EVERY MEMBER A

HAPPY V8 NEW YEAR





UP FRONT WITH THE PRESIDENT

JANUARY 2002

Happy New Year! I am confident that 2002 will be a great year for our club because of our active and enthusiastic membership and dedicated Board of Directors. In our planning for this year at the January Board meeting, we will be focusing on programs, tours and activities as well as on our annual show. If you have any thoughts or ideas that you think should be considered by the Board, please let us know. We welcome your input and already have a suggestion for the Lebkicker tour next fall.

In early December, Cindy and I were in Marco Island, Florida visiting friends. The annual Christmas parade there is held in the evening so the weather will be cooler and the lights more dramatic. There was a great '40 Merc sedan in the parade all decorated for Christmas. Even when I'm on vacation I just can't get away from these wonderful cars!

There is another Ford in our club ready to join our activities this year. Eric and Nancy Sumner's '46 made a successful trial run last Saturday in Annandale. Eric has rebuilt the transmission, repaired the rear end and the brakes, and reworked the starting system. It now starts and runs like a top! It will be great having this car at our car show and on tours and I'm sure the original owner, Bob Stewart, will agree.

Don't forget the membership meetings start again this month at the Hunter House in Vienna. Cliff Green has a neat vintage program lined up this month and I hope you can make it! The Hunter House will be under construction in February so we hope to be able to have the February meeting at the Clark House in Annandale – details on that will be in the February newsletter.

Happy V-8ing! *Hank*

HENRY FORD QUOTES *submitted by Dave Gunnerson*

Agriculture and Industry

"He (the farmer) will stand on both his feet - one foot on the soil for his livelihood, and the other foot in industry for the cash he needs." - Ford News, April 1936

"The foundations of society are the men and means to grow things, to make things, and to carry things. As long as agriculture, manufacture, and transportation survive, the world can survive any economic or social change." - "My Life and Work" by Henry Ford, 1924

"Only industry and agriculture can abolish poverty; they can give the only security human beings can know - the security of being able and free to produce what they need. We can do things in this country because we are free to do them." - From a statement released to American Legion, November 3, 1943

"Whenever people learn to become self-sustaining on farms or in small rural communities, then industry will seek out these communities. Industry will follow people to the smaller towns and many of our problems will be solved." - Ford News, \$5 a Day Basic Wage for Ford Workmen, April 1934

Automobiles

"One thing is certain: There is great development ahead for the automobile." - The American Magazine, Things I've Been Thinking About by Henry Ford, February 1936

"We are accustomed to say, out of long observation and experience, that it is not prosperity that makes the automobile, so much as it is the automobile that makes prosperity. It gives a momentum and diversity to the people's activity which tends constantly to increase and is most difficult to stop." - Ford News, May 15, 1926

"The automobile industry never looked better than it does today." - Ford News, April 1934

"Beauty appeals to most people. Beauty begins in design. To me a good piece of machinery is beautiful. But when most people speak of beauty they do not think of quality and fitness of design, they think of color." - "The Power That Wins" by Ralph Waldo Trine, 1928

Character

"We are mixing our experiences more than ever before, which ought to result in our making swifter progress toward the twin objects of experience - truth and character." - Ford News, February 1, 1923 and February 8, 1923

"The greatest thing we can produce is character. Everything else can be taken from us." - The Cincinnati Times Star, Beckman interview, November 11, 1937

"We all grow in character and experience as we go through life, and at the end, I believe, we take this knowledge with us." - The American Magazine, Thinking Out Loud by Henry Ford, October 1934

Charity and Welfare

"Capital used in creative industry can do more of the labor and receive more in return than professional charity, or hypocrisy disguised as charity." - New York American, George Sylvester Vierick interview, August 5, 1928

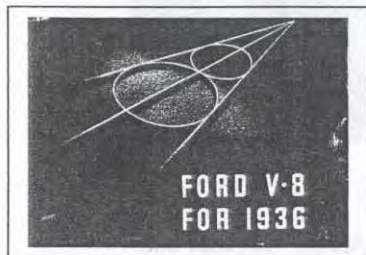
"I have no patience with professional charity or with any sort of commercialized humanitarianism. The moment human helpfulness is systematized, organized, commercialized, and professionalized, the heart of it is extinguished, and it becomes a cold and clammy thing." - "My Life and Work" by Henry Ford, pages 206-207

"If we had more justice there would be less need of charity." - Ford News, June 1937, page 24



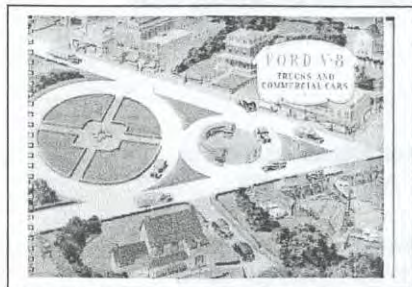
THE MOST COLLECTABLE - Editor

Let us examine the most desirable, and thus one of the most expensive, pieces of Ford literature from 1935 thru 1941. This would be the Dealer Showroom Album – the thick, usually heavy cardboard covered, spiral bound book measuring 12 x 9 1/2, that was shown to perspective customers. It is also referred to sometimes as the Dealer Presentation Album. Everything of interest is included in the album, including all body styles and specifications, plus paint colors and upholstery samples. Mechanical aspects of



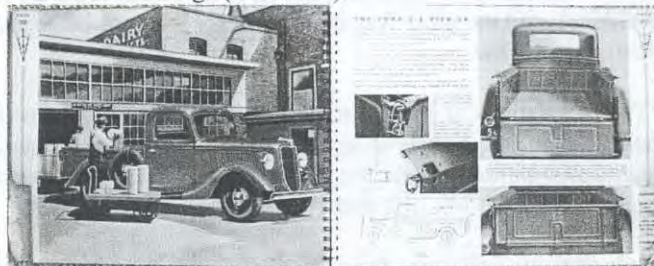
accessories. Dealers had to purchase this book (at \$2 each in 1936) and they were mailed in a large envelope from the Branch. Thus, small dealerships might only have one or two. The number printed was not excessive since the distribution list was small – hence the scarcity now, thus \$\$\$.

The dealer installed accessories and a separate catalog displayed what was available. Since the Ford Branch also sold accessory catalogs to the dealers, apparently few were purchased and thus remaining examples are hard to find at any price. I have seen only one example of a 1940 accessories catalog (\$700) and only a copy of the 1936! Dealers relied instead on accessories pamphlets that unfolded to show what was available and at what cost. Examples of these are plentiful. I imagine when the car was delivered, the salesman would take the new owner into the parts department to view the accessory display and suggest items to install, if this transaction was not done at the time of sale. Accessories were a big profit item for the dealer, so prominent displays were in the show room and parts department. *Ford Parts and Accessories Merchandising Bulletin*, a monthly publication, kept the dealers up to date on what was new and what items were hot. Accessories were also advertised in the monthly *Ford News* that all new owners received (another collectable).



A separate showroom album was produced for the trucks and commercial cars, which included the station wagon up to 1938. This was not a high volume printing and fewer editions are available to the collector, however, the price is about half of the passenger edition. Most likely this catalog left the showroom (if a showroom for the trucks existed at all) for the field to display to the

fleet owners – they did not have time to shop! It stayed in the possession of the salesman, remember it costs the dealer a few dollars! The prospective commercial customer was left with colorful sales literature of which there were numerous offerings (8 in 1936).

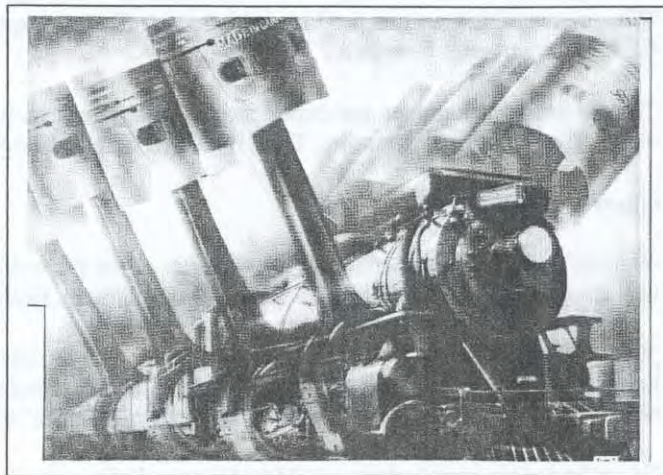


In 1939 and 1940 the showroom album combined the commercial vehicles, Ford, Lincoln and the new Mercury – it was titled “The Quality Group”. In 1941 the auto groups had their own separate book. A like new 1940 “Quality Group”, form # 7204, in the mailing envelope, sold on Ebay for \$985! Average price hovers around \$400 - \$550 (same for 1936). 1940 literature, in general, is the most expensive with 1936 next!

The station wagon was always in the Truck and Commercial Car album until 1939 when it merged into the “Quality Group”. Starting in 1937 the wagon had its own four-page color pamphlet up to 1940. These editions are rare. The station wagon lost its commercial status in 1941 when it was included in the sales literature along with the passenger car.



Ford did not produce a showroom album in 1942, with the war approaching, and there was no need for showroom albums after the war as the cars sold “like hotcakes”. However, there is evidence of a 1942 Commercial album! I do not have any post war literature information – perhaps a member could write something for us?



Graphic from Canadian showroom album

Ford Motor Company of Canada also produced a publication suitable for the showroom in both a passenger and a truck and commercial car edition. The 1936 car book that I own is not as lavish as the USA counterpart with the cover of thinner cardboard stock and staple bound rather than spiral bound. There are no samples of paint or upholstery. However, the pictures and drawing are entirely unique. Most of the drawings and layouts are not seen any where else in 1936 publications! The only like features are the color portrayals of the various body styles. My Canadian edition of the showroom album has 64 pages vs. 88 for the US version.

The Canadian Truck and Commercial catalog is spiral bound and the same size as the American with only 40 pages vs. 129 for the US. It is printed in two colors using orange as



background highlight where as the USA version is a thing of beauty with colorful renditions of the vehicles and different background color highlights for each chapter! The paper stock is more of a linen type that does not lend to sharp images. Information about the Ford Company of Canada is printed on the back cover "For 31 years, a vital factor in Canadian progress and prosperity".

The dealer showroom albums issued in the prewar V8 years are highly collectable and are usually hunted after the car is restored and all accessories have been added. It is hard to spend the big bucks on literature when you need something else. However, the price keeps going up – put it this way – it is better than the stock market!

MY CONTINENTAL BRAKE PROBLEM – S.L. Ross

I was returning home, having driven my 48 Continental convertible to a regional antique car show in nearby Fairfax City, Virginia. As I rounded a gentle downhill curve, traveling at highway speed, I noted a traffic light. It was green but suddenly turned yellow at the "do I or don't I" decision point we all have experienced many times

However, the red Mustang in front of me made my decision for me as his brake lights came on. I stepped on the brakes pretty hard and----SCREECH ---the right rear brake locked and the car began sliding out of my lane and those Mustang brake lights began to look as big as saucers! A quick glance over my right shoulder showed the right turn lane to be clear so I slacked off on the brake pedal enough to unlock the right wheel and literally threw that two-ton Continental into that lane! We missed the Mustang by inches!

You can bet that I nursed the car home, giving myself plenty of room to gently brake to a stop when needed. I got home safely and vowed to "ground" that blue beauty until the problem was solved. I decided to sleep on it for a day or so

while I pondered possible causes and what I had done to the brake system during the restoration.

I had replaced all the brake lines- both hard and flexible and had put new lining on the shoes. The gentleman I bought the car from included in our deal four new brake drums and other miscellaneous parts he had bought from a Hershey vendor. I visually inspected them and installed the drums. I had rebuilt the master and brake cylinders and there were no hydraulic leaks after completing the restoration. Everything in the brake system was new or rebuilt! Where to start???

That night I decided to replace the flexible hose to the right rear brake cylinder. Years ago an Austin Healy I owned developed a heavy drag on the right rear wheel when braking hard. The wheel did lock up after it became extremely hot. That problem was solved by replacing the flexible hose to that wheel. The internal wall of the hose had failed creating a "flapper valve" which blocked the return of the fluid when the brake pedal was released.

Admittedly, the Healy problem was not a replication of my current problem, but I had to start somewhere. So I replaced the hose, bled the lines and cranked the Continental up for a test run. No change --- a slight pull to the right on soft braking and lock up when braked hard.

So back to the barn and to step two—remove the hub! Now this is not a job a Ford, Zephyr or Lincoln owner would care to do every day. But out came the wheel puller and off came both rear hubs. Careful inspection of both revealed a well defined scoring or scraping around the inner wall of the right hub. It looked as though the edge of the brake shoes might have been forced against it. Removing the right side brake shoes, I found similar heavy scuffing on the outboard edge of both shoes! Now we were on to something!!! But what was forcing those shoes against the hub? The shoes were not bent but I noticed the lining wear was not even. The outer half of both linings showed modest wear but the inner half [toward the hub rim] showed virtually no wear. AHA! Something was driving the shoes against the wall of the hub with enough force to lock the wheel. But what?



"BIG BLUE"

Continued Page 6

It had to be the brake drum and the only thing that would do that would be a tapered drum, but I had no tools to take an accurate measurement, so I gathered up the two hubs and drove to the machine shop of my friend, Larry. I explained my problem to him and what I thought might be the cause. Larry quickly mounted the suspect drum on his lathe. He quickly confirmed my theory----- The brake drum WAS tapered. The diameter at the rim measured 1/8 inch greater than at the inner surface!! How could that happen? Larry explained that it was probably caused by a faulty lathe creeping against the pressure of the cutting tool. I am not a machinist so I cannot comment on his explanation, but I felt sure I had found my problem.

Larry resurfaced both drums after assuring me that they would be within tolerances after resurfacing. I rushed home, installed and adjusted the brakes to accommodate the larger drums. The test drive was a total success---- gentle braking with no pull to the right and panic stops? Straight ahead— hands off!! No more fear of those Mustang taillights.

The tapered drum had resulted in asymmetrical contact with the shoes and the high hydraulic pressure of panic braking forced both shoes outward and into a metal-to-metal contact with the wall of the hub, causing the wheel to lock.

Hereafter, you can bet I will test my cars in a controlled environment instead of a crowded parkway and to the extent possible check and double check all parts before installing them --- and know a good machinist.

RESTORATION UPDATES

I just purchased a 1936 Ford Fordor Hump Back from the Art Sessler's estate in Manassas Va. The car is all original with just 50,342 miles- with the original upholstery(still very good), it was painted in the 60's.(washington blue) The motor will go in it, The car was not run since 72--we have one dead cyc and stuck valves, so I purchased this rebuilt engine for far less that I could overhaul the one in the car. I will keep the old engine for now, since I have two 36 Fords. We tried every thing we could think of to unstick the valves-nothing worked. Aluminum heads came with the rebuilt motor, but I will use the cast iron ones off the old motor...

Gene E. Welch

I need a set of 35-36 cast iron heads that can be used on a motor will flat top pistons. The heads I have are aluminum and I don't want to use them unless I have to. I ask Jackson and Vincent and both advised not to use the aluminum...What is your advise ?

Have a Merry Christmas and a Happy New Year;;
Gene E. Welch

Cliff/Gene,

Although I have learned quite a bit about aluminum heads and especially the various configurations of aluminum heads used on '33-'38 Fords, I don't have a lot of experience actually running them. I do, however, plan to use aluminum

heads on my 2 '35's - Offenhausers on the '50's-style hot rod and stock 40-6049/50-A1 heads on the original coupe. Aluminum has some advantages over cast iron and vice-versa. Aluminum heads run cooler, deliver more power and look slicker. And, of course, they are correct for an original car. However, they are more prone to warping (especially if overheated) and leaking (especially if corroded). It is my understanding that corrosion (electrolysis) can be reduced or eliminated through the use of additives such as soluble oil. I plan to check with truck/industrial suppliers on the best additives to use. Cast iron heads, on the other hand, aren't likely to warp if overheated or leak (since they don't corrode through electrolysis but just rust a little like the block). They can be torqued down more than aluminum so there's a better chance they'll seal well. However, they don't cool quite as well as aluminum, don't deliver quite as much power (lower compression, etc.) and they're not correct for an original car. Several members of the our V-8 Club run aluminum heads on their early cars with no apparent problems. My personal view is that since our vintage cars are so much better cared for, run much less and run under far better conditions than the original ones were that aluminum heads will probably be very satisfactory to use if (and this is a very important if) electrolysis can be eliminated or at least controlled.

Hope this helps a little. Happy New Year!

Hank Dubois

MYSTERY MEMBER



Who is the chap on the left and what is he thinking – will he get to ride this (what year?) Ford truck ? Find the answers on page 8!

FORD RADIO SALES SOAR

More people are equipping their new Ford cars and trucks with the Approved Ford Radio than ever before. In 1932 and 1933, 10% of the Ford cars sold were Ford Radio equipped. In the last six months of 1934 this percentage mounted to 20%. The volume of recent installations indicates an even higher jump for 1935. And we are in the midst of the best radio season of the year *right now*.

This is a big opportunity. To capitalize on it, stock Ford Radios

in sufficient quantity to make immediate installations. Display Ford Radios prominently in your parts and service departments. Install them on at least one sales-room floor car and on all salesmen's demonstrators.

Ford owners appreciate this superior radio when they see and hear it. And they can get it only from you. Therefore it deserves your best merchandising effort. Ford Motor Company, Dearborn, Michigan.



MAKE THE MOST OF
YOUR OPPORTUNITY



MYSTERY MEMBER

Yes, that little 4 1/2-year old farmer getting a report on crop conditions from the hired man is none other than your President. It's late summer in 1948 and from the amount of mud on the front tire of the old farm truck, it's been a pretty wet season on the Dubois dairy farm in Shoreham, Vermont. Hired man Robert Houle, a French-Canadian, was hired and brought down from Canada by my Dad under a work visa. After working for us for a few years, he returned to Canada to purchase and operate a farm of his own. If I remember correctly, at this stage of my life I hadn't learned to speak English yet so Robert and I were no doubt rattling on in French.

The old '34 Ford 157" wheelbase stake truck was rescued from Brown's junk yard in Middlebury, Vermont by my Dad during the war since that was about the only way you could get a truck at that time. The engine, brakes, etc. were rebuilt by old-time mechanic and friend Bill Ringey at his country garage in Cornwall, Vermont and a usable set of tires was scrounged from the junk yard since new ones weren't available during the war. A new ash wood rack was built and fitted by Dad and the truck was ready to work! The old ton and a half '34 served us well and, like most trucks of that period, were routinely operated with a substantial size and weight overload. For example, it hauled a brand new New Holland baler (one of the very first ones in our county) from the train depot in Essex Jct., Vermont to our farm, a distance of more than 60 miles. These first balers were, in addition to being huge in size, extremely heavy. After a hurricane blew down all of the large trees in our wood lot in 1949, the old Ford hauled many a load of logs to Fyles plywood mill on Lake Champlain in Shoreham. I remember Dad saying that many of these loads approached the 6 ton range. Dad was nearly killed when a stake broke while he was unloading one of these loads into the mill's pond. In 1950, after over 6 years of service, the '34 was traded in on a slightly used vermilion 1949 Ford "bonus built" ton and a half stake truck. What a change; we now had one of the nicest looking farm trucks around!

This picture sure brings back a lot a lot of childhood memories for me!

Hank Dubois

CLUB WALKIE-TALKIES RECOVERED

The mystery of the club telephones' disappearance has finally been solved. The walkie-talkies were last used at our annual car show in May, 2001 to assist in parking and communicating with the gate attendants. After the show, Bill Seley, the vice president, was asked to take them home in his vintage '41 Panel truck and return them to the club's property manager. Then in June, prior to our first tour, the question was asked "Where are the phones, Bill?" He vowed after a thorough search of the ancient vehicle that he evidently never received them to take home because they were nowhere to be found. Naturally, the usual finger

pointing ensued as to who had the phones and what did they do with them. No one would fess up. Suffice to say, we went through the touring season and Hershey without them. The suddenly one day in December during a social occasion, Mr. William (Selley) announced "Guess what—I found the club's telephones in a box in the back of my truck". What can one say about this man, except that age appears to be creeping up on him along with its mind numbing infirmities just like the rest of us! An apology to all who were suspects in this mystery, and now we're back in business with the phones.

SELL/WANT

Wanted: Later Flathead Mercury intake manifold with 4 bolt carburetor flange. Ed Mascali 703-280-7043 (9-5 EST)

For sale---1921 Cadillac Touring car-V8 - a great driver-asking \$39,500.00

For sale-- 1972 Chevy Malibu Sports Coupe-V8-AT-PS-low milage asking \$7,500.00

Wanted - Complete speedometer for a 1936 Ford- tan face

Call Gene E. Welch 540-869-7475--E-Mail welco@visuallink.com

LELA ROSS BLUEBERRY PIE



Everyone likes this. My crust I make for all pies is so easy.

2 cups of flour in a bowl. Add 2 teaspoon salt and mix.

In another bowl, mix 1/2 cup cooking oil (I don't like canola oil for this but vegetable oil is best) with 6 Tablespoons cold water. Mix with fork until it looks creamy. Pour oil mixture over flour and mix well. I use a fork. Pat it together til it forms a ball. Place on waxed paper. Put another piece of waxed paper on top and roll out to about 1/3 inch thick. Take top paper off. Then put the piecrust into pie plate. Peel off the bottom waxed paper. If it breaks, don't worry; you can put some excess crust on it after you shape it into pie plate. Just wet or oil some of the crusts into broken or cracked places. This crust is wonderful and easy. Bake at 400 degrees until browned.

After crust cools, mix 8 ounces of cream cheese, 1/3 cup powdered sugar and 2 Tablespoons vanilla. Spread over crust.

Then cook 2 Tablespoons cornstarch with 1 cup water and 3 Tablespoons sugar. Cook until clear and stiff. Add 3 Tablespoons lemon juice and 1 can of blueberry pie mix. Then stir in 1 pint of fresh, uncooked blueberries. (Frozen berries are not as good as fresh.) Pour into baked, cooled crust. Serve chilled with whipped cream.

You can do the same thing with strawberries or fresh peaches.

JANUARY 19TH TOUR

BODY SHOP OF TOM PETERS

TP KUSTOM FABRICATIONS

9845 Moyer Rd, Damascus, Md, www.tpfab.com

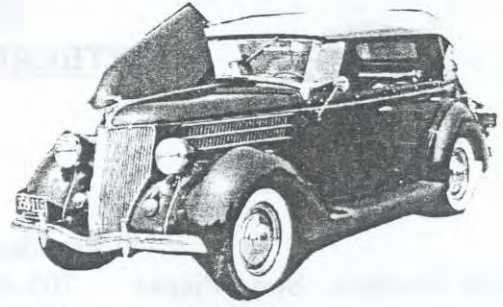
**SPECIALIZED METAL SHAPING, CHASSIS
AND BODY RESTRUCTURE**

Tom was our quest speaker at the March meeting and impressed the members with his knowledge of metal work. This will be a very interesting and informative tour – don't miss it! Lot of cars under restoration/modification.

Depart Fair Oaks Holiday Inn at 9:30 – January 19th



V8 CALENDAR NVRG



January

- 8 **NVRG Member Meeting:** Early Ford
Film strips with sound!
Refreshments: Bill Simons
- 19 NVRG Tour – TP Kustom Fabrications
Damascus, Md. Meet 9:30 Fair Oaks
- 29 **NVRG Board Meeting**

February

- 12 **NVRG Member Meeting**
Refreshments: Steve Pieper
- 26 **NVRG Board Meeting**

March

- 12 **NVRG Member Meeting**
Refreshments: Jack Sweet
- 26 **NVRG Board Meeting**
- 23-24 Frederick Flea Market

April

- 9 **NVRG Member Meeting**
Refreshments: David Blum
TBA Quantico Airground Museum
- 18-21 Spring Carlisle
- 30 **NVRG Board Meeting**

May

- 11 FAIRFAX CAR SHOW, NVRG event
- 14 **NVRG Member Meeting**
Refreshments: David Westrate
- 18 Winchester Apple Blossom Meet
- 28 **NVRG Board Meeting**
- 29 EFV8 Central Nat'l Meet, Oklahom City, OK

June

- 11 **NVRG Member Meeting**
Refreshments: Dave Gunnerson
- 16 Sully (Fathers Day)
- 25 **NVRG Board Meeting**

July

- 2-6 EFV8 Western Nat'l Meet, Park City.UT
- 9 **NVRG Member Meeting**
Refreshments:
- 18-21 EFV8 Eastern Nat'l Meet, Vernon, NY
- 30 **NVRG Board Meeting**

**January meting
program**

Ford Film strips w/ sound!
Featuring:

“Service Procedures V12”
and
“Streamline Reconditioning Cars
1941”





BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: **Hank Dubois**....703-476-6919

Vice President: **Steve Pieper** 703-860-2801
Secretary: **Jim La Baugh** 703-573-9285
Treasurer: **Hank Amster** 703-753-9575
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Programs: **Dave Gunnarson** 703-425-7708
Property: **Eric Sumner** 703-709-4164
Activities: **John Girman** 703-242-1459
Historian: **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662

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**



Wild's rouge '51



FIRST CLASS MAIL

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