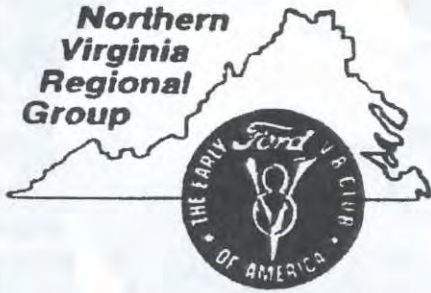




# VALVE CLATTER

Northern  
Virginia  
Regional  
Group



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

Volume XXV, No. 8

August 2002

Cliff Green, Editor

## 2002 EASTERN NATIONAL MEET

*Charlie Morrison*

Some 24 members of our Regional Group attended the 2002 Eastern National Meet at Vernon, NY July 17-20. We had 6 cars shown – two driven, four trailered – and a good time was had by all. Registration was Wednesday the 17<sup>th</sup> and a driving tour, seminar on auto electronics (past and future) took up the rest of the day. That evening we spent at the *Turning Stone Casino*, a large gambling casino owned by the Oneida Indians. Some folks found the bountiful buffet a big attraction while others made (and lost) money earmarked for old car parts. Charlie Morrison was probably the big winner although some wouldn't admit to anything citing financial confidentiality (they didn't want their spouses to know) the same as they did for Friday night at the Vernon Downs trotting race track just adjacent to our Meet hotel.

Thursday two busloads of folks toured the Cooperstown Baseball Hall of Fame and a local attraction called the Farmers Museum. Some opted for a visit to the Remington Arms factory to see guns made and assembled.

Friday was Concourse Day and dawn broke with overcast skies and rain called for. It came at 9am just as the judging was to begin. After a brisk shower the rain let up and the remainder of the day was cloudy and cool.. 215 cars were on the field with seven Woodies making a nice display. One of the highlights was a 1939 Cab-Over with a custom body in bright red. The custom bodied two door 1936 phaeton was displayed. That evening there was a Bar-B-Que held at the race track and again money was lost and won. Someone (Jeannette ? ) should try to find out Silent Barrys secret formula for picking winners. Strangely he never told the rest of us 'till the race was over that he knew all along what the results would be.



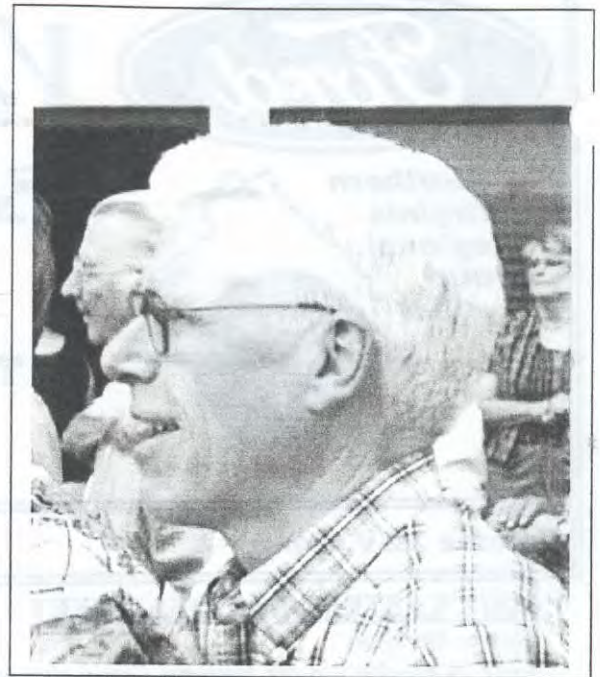
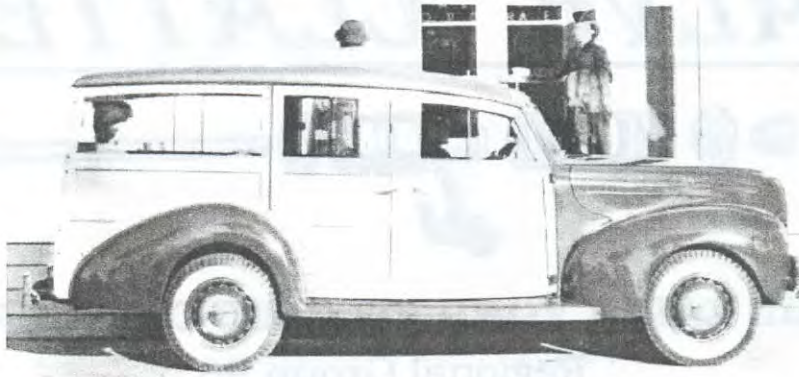
Saturday about 80 cars took a 55 mile driving tour thru the rolling hills of Central New York to Cazenovia where we enjoyed a picnic on the shore of Lake Cazenovia. Some members opted for a trip to Syracuse to view the 6,000 hot-rods at their big meet.

The awards banquet was Saturday night where Cliff got his well deserved Dearborn award and **Jeanette Moore-Hall, Charlie Morrison, Butch Myrick and Dave Westrate** - Dearborn Medallion and **Ken Brown** – Touring Award.

All in all the very small Mohawk Valley Regional Group put on a great meet!!!!

*ATTENDEES: Morrison, Selley, Green, Roebuck, Myrick, Amster, Gross, Wright., Gall, Potters, Mazzies, Handys, Moore-Hall, Dubois's, Vincents Browns,, Westrate, Sumner,*





## UP FRONT WITH THE PRESIDENT

AUGUST 2002

Well, July 2002 was just about the opposite of July 2001 weather wise! Instead of a break from the above normal hot, dry weather we had in late June, we had more of the same for most of July. Sure does cut down on lawn mowing though! Hope you were fortunate enough to get away to a cooler place for at least part of the month.

Cindy and I really enjoyed the Eastern Meet in Vernon, N.Y. The weather was great, there were a lot of beautiful V-8's on display which we hadn't seen before, the facilities were good, the tours and activities were fun, and we had ample opportunity to renew acquaintances and make new ones. NVRG was well represented with over two dozen members in attendance not including the two new members that were signed up during the course of the Meet. Club cars also did very well on Concourse Day. Please see the write up for pictures and more details.

Our annual picnic on July 9<sup>th</sup> was a lot of fun and was again very well attended. It was a bit warm when we started but it did cool down a little as the evening progressed. And, luckily, the forecasted thundershowers held off until everyone was safely on their way home. I'd like to again thank **Steve** and **Wendy Pieper** for their efforts in making this event a real success.

As announced at the picnic, the Board of Directors has selected the weekend of October 18-20 for our annual **Lebkicker Tour**. A 3-day, 2-night tour to Williamsburg, VA is being planned with provision for a shorter 2-day, 1-night tour for members who wish to join the tour on the second day. Please mark your calendars and plan to participate in what promises to be a really outstanding tour. In connection with this, please give some thought as to whom you would like to nominate for this year's Lebkicker Award. **Ken Burns** will again be receiving nominations by phone and email and I would really like to have all of our members participate in determining this award. Remember, you don't have to go on the tour to make a nomination.

At this month's membership meeting, **Cliff Green** will continue his V-8 literature program from where he left off at the June meeting. Cliff covered technical literature in June and will be discussing sales literature this month. Don't miss this opportunity to see and hear about some rare and interesting V-8 literature. Hope to see you there.

Happy V-8ing! Hank



# EASTERN NATIONAL V8 MEET VERNON, NY



Buzz and Ginny



At the track



Selley vending



Meet hotel



## A TRIP TO THE EASTERN NATIONALS THROUGH THE EYES OF THE NAVIGATOR

By Hank Amster

It was 5:00 AM on Tuesday, July 16, and Cliff Green was on my doorstep with his trusty 40 Woody idling in the driveway. Instead of driving the Amstermobile to the Eastern Nationals in Vernon, N. Y., I opted to ride with Cliff and serve as his navigator for the trip. So off we went in the darkness to get an early start so as to avoid the heat of the day as much as possible.

Cliff wanted to avoid the interstates, so we motored up Route 15 through Leesburg, across the bridge at Point of Rocks, and continued onward until making our usual Route 15 breakfast stop (Carlisle, Hershey, etc.) at Roy Rogers in Thurmont. So far, so good. Feeling nourished, we followed the highway through Camp Hill, traveling along side the Susquehanna River through Selinsgrove and turning onto Route 11 at Sunbury. Again, we followed the very scenic river valley until we got to Bloomsburg where we picked up I-81 to get through the Wilkes-Barre and Scranton hilly area. Except for a gas stop, along with kidney relief, we motored on without incident.

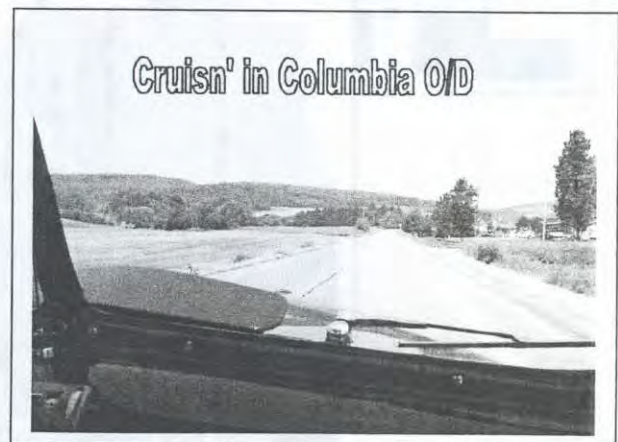
We were approaching the Nuangola exit of I-81, which is about 5 miles south of the Wilkes-Barre area, when we observed that traffic had come to a standstill ahead of us. As luck would have it, (the first incident of Cliff Green luck on the trip, that is), we were only about 50 yards from the exit. Cliff shrieked, "...should I get off?" and I hollered back "YES" in the nick of time. Here's where my role became invaluable and heroic. Armed with my trusty Pennsylvania map, I guided Cliff through some country roads. We only got lost twice because some of the roads weren't even on the State map. We eventually got around the stalled traffic and again picked up I-81 three exits later in Wilkes-Barre. We later learned from some of our compatriots driving to the meet on I-81 that a tractor-trailer had overturned causing the standstill. **Mike Gall** said he was tied up for two hours, while **Ken Brown** and his wife reported one-hour stopped and 45 minutes in first gear in the afternoon sun in their 42 Woody. Our only delay was feasting at lunch in a neat family style restaurant in Wilkes-Barre. You have to understand, the only reason Cliff keeps me along is because I scope out the eating-places—that's always been my mission.

We reached Binghamton, N.Y. around 2:30, and decided to call it quits for the day. We found a sumptuous rather new Motel 6 (they left the light on for us) situated between a Hoyts stadium seating theatre and a nice looking diner, so we were set for the evening. So we thought. We saw the new Tom Hanks movie (with old the old cars), ate our dinner, left the restaurant but the trusty Woody wasn't so trusty anymore—the starter was silent. So we pushed the car to start it (no big deal, said Cliff as he sat in the car while I and another recruit did the manual effort), and drove it back to the motel.



The big question the next morning was, should we push the car to get it started and then drive on to Vernon, or should we try and find an electrical rebuilder and get it fixed. I campaigned for the latter. Perusing the yellow pages, Cliff found a number of listings, and selected one to call at 7:00 AM. The fellow said, "sure bring the car on out and I'll take a look at it." He worked out of a garage at the rear of his house. So WE pushed the car again to get it started, and were at the shop at 7:30. Cliff removed the starter, and our mechanic -- he was from an old New York Dutch family in the area-- said it was shot. But, he said he just happened to have an old operable one on hand. He refurbished it, Cliff installed it, and we were on our way at 9:00AM after Cliff paid the poor guy \$60--\$40 for the starter, and \$20 for labor. (Green luck incident #2.) We made it without further incident to Vernon by noon, using some scenic country roads instead of the interstates. The weather was great the whole time on the way up. Take that from a guy who sweats just looking at the sun from indoors.

The trip back home also did not leave excitement by the wayside. We left at 5:AM on Sunday from Vernon, again to take advantage of the cooler morning temperatures. Since it was early on a Sunday morning, truck traffic was minimal





on I-81 so we picked it up at Binghamton and planned to take it to Harrisburg where we would pick up Route 15 for the rest of the way home. We had one vapor lock incident after a fuel stop a few hours later, which Cliff overcame by putting a cold rag on the fuel pump. But later in the morning, after cruising down the ramp from a rest stop (kidney unloading time again), the belligerent Woody called it quits. This time, the cold compress did not cure the headache. Fortunately, Cliff had a spare fuel pump which he installed while standing along side the ramp onto the Interstate, and once again the engine obliged us by starting after a little urging. (Green luck #3) . Again, we stopped in Thurmont, this time for lunch at the Mountain View Diner, and the rest of the trip was uneventful. Except the last two hours was really hot. Back in the south again!

My observations: 1. Its better to navigate rather than drive on a ten hour trip during the summer. 2. It sure helps the driver to have another set of eyes alongside to cope with unexpected traffic conditions and read the maps and road signs. 3. Most important, it's absolutely necessary to have Green luck while motoring in the old cars!

*Editor comments: The starter motor was rebuilt in November and little used – the armature was shorted. The woodie will start by rolling one car length. I should have changed the fuel pump in Vernon. It is recommended when on a long trip to carry a spare starter motor and a generator plus two fuel pumps! Thank you, Hank, for keeping me company and Hank Dubois for bringing a starter motor to Vernon. Always carry the National roster when away.*

### **TECHNICAL PROBLEM AND SOLUTION**

To: online member list

I have been having trouble with the accelerator pump on several carburetors I have installed on my 51 Ford. One carb. is a Holley 94 the other a Ford 94. I bought a rebuilt carb. from a vendor and drove the car for about 200 miles. After limited use the accelerator pump would not retract all the way back when I took my foot off the accelerator. I lubricated all the friction areas on the accelerator linkage with no improvement. I rebuilt the other carb. with a "Wells" rebuild kit and the same thing happened to the Holley carb after 400-500 miles. I have replaced the accelerator pump in the new rebuilt carb., installed it and for right now it works. But I am afraid the same thing will happen. There is an adjustment on the accelerator linkage and I have shortened the linkage about a inch. I think it has increased the tension on the linkage return spring.

Tom Shaw

Tom,

Re: the carb problem. This is an unusual problem, especially to occur on two different carbs from different sources.

I don't know anything about 94 carbs specifically, but all carbs work about the same way. Here's how I would proceed, (assuming the correct accelerator pump is installed): First, determine whether the linkage is preventing

the return of the pump (which I doubt). Disconnect linkage, work the pump by hand, trying to duplicate the action of the pump linkage (stroke length and speed) and determine if the accelerator pump returns without the linkage attached. Make sure the carb is full of fuel. If the pump returns OK, maybe it's the linkage after all. If not, continue with the following steps. Second, check the pump return spring. (This is the most likely problem area.) Is it the right one, compared to known good examples. Does it seem weak or is it binding somehow? Carb rebuilders are notorious for using the wrong parts.

Third, check the pump check valves. (A magnifying glass might be needed.) A rough or corroded check ball can hang up and prevent gas from returning to the pump well. In that case, the pump could theoretically be held down by suction.

Finally, a comment on accelerator pump seals. To my knowledge, all old time pumps used leather seals even up to the mid-60s or so. They have to be kept wet with gas, otherwise they dry out, shrink and do not seal any more. Fortunately, they usually can be revived after drying out. This and dirt are the main reason carbs don't work. Generally carbs are extremely reliable, except for accelerator pump seals.

John Ryan

## **Attention: Auto Mechanics who are afflicted with an Asbestos-related disease**



If you are a retired or active auto mechanic who has contracted an asbestos-related disease such as Mesothelioma, Lung Cancer or Asbestosis, you may be eligible to be compensated for your injuries by bringing a lawsuit against the asbestos industry.

You may be unaware of the fact that asbestos was extensively used in brake linings,

which causes potentially harmful exposure to those who install or remove them.

Learn what your rights are by contacting the law firm of Weitz & Luxenberg. By calling us for a complimentary consultation and free booklet, you will soon see why over 70% of all asbestos cases on the 2001

New York City trial docket are being handled by Weitz & Luxenberg.

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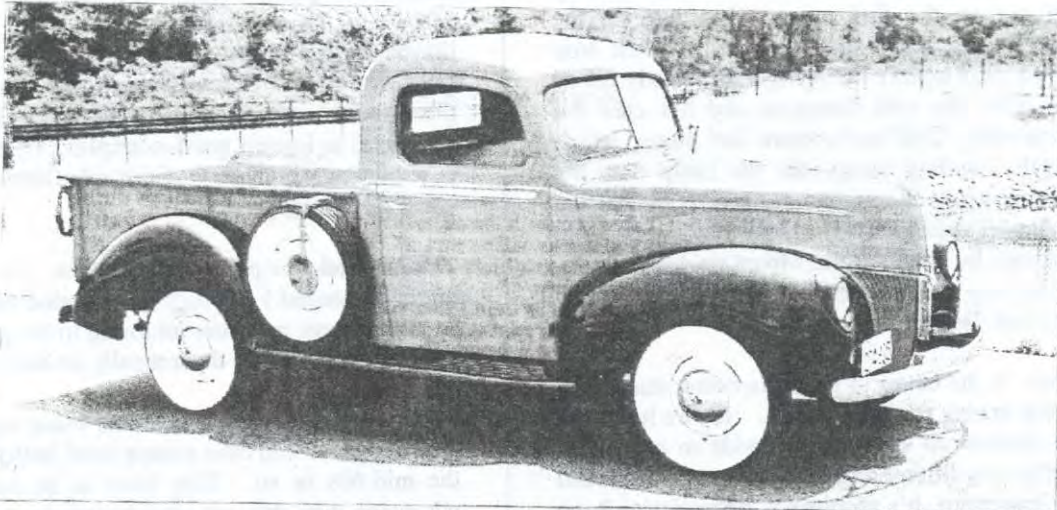
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Submitted by John Sweet from the NY Post, June 3, 2002



OUT OF THE PAST / Vern Parker



An 85-horsepower V-8 powers this flawless 1940 Ford half-ton pickup that, since restoration, hauls nothing but air.

# Pieper produces perfect pickup

## Judges can't find a single flaw in Dearborn Award winner

When Steve Pieper was in high school he drove an old Model A Ford pickup.

Years later, when that truck was just a distant memory, Mr. Pieper recalled his high school wheels and lamented the reality that he had no old Ford truck.

In 1995 he took action to fill the void in his garage. For three years he looked for an old Ford pickup. Whenever business would take him to a different part of the country, he would scour that area for that elusive pickup in restorable condition.

"I must have looked at 10 trucks," Mr. Pieper said, "and none of them was worthy."

Finally, he found an all black 1940 Ford in California. That was the first model year in which Ford incorporated passenger car lines by styling the front fenders, hood and grille along passenger car design.

He purchased the truck sight unseen in 1998 and had it trucked home to Virginia. All was not quite as advertised, but there was no rust.

The frame had been surgically altered and several other parts were not correct, including the gearshift lever on the steering column. The shift mechanism had come from a passenger car to replace the original

Additionally, an incorporated engine occupied the space. Pieper notes that the 85-horsepower flathead engine in Knoxville, Tenn., needed factory-installed bars. Two other similar engines from Oregon and one from California. Mr. Pieper notes that the major organ donor was from California. Mr. Pieper notes that the major organ donor was from California. Mr. Pieper notes that the major organ donor was from California.

The truck was dismantled down to the last nut and bolt and the restoration began with the goal of turning it into a show winner. Mr. Pieper didn't realize the project would stretch into 2 1/2 years. He documented each item as correct before installing it on the truck during reassembly. His painstaking efforts at authenticity would pay off later.

Records show this particular truck left the factory with a single windshield wiper and one sun visor. The distinctive headlight rims are painted instead of being chrome-plated. Rectangular parking light lenses are incorporated into the uppermost part of the headlight rims.

The bumpers on the 15 1/3-foot-long truck have no bumper guards, the rear bumper being a \$4.15 optional extra. The 7-foot-tall cab provides an abundance of headroom beneath the \$2.50 optional cardboard headliner.

The beat-up bed was replaced with an authentic reproduced version manufactured in Missouri. The original tailgate remains on the truck with the Ford script and V-8 stamped in the steel.

On the right side of the truck the spare tire nestles in the indentation on the right rear fender. An optional lock, with two keys, to secure the wheel to the truck cost 95 cents.

In rubber-rationed 1940s America exposed spare tires could be stolen off wheels. To thwart thieves, a steel loop was offered that was incorporated into the wheel lock. The loop of steel surrounded the spare tire, with the short side selling for 55 cents and the long side of the band being a bargain at 40 cents.

Mr. Pieper concedes that he is lucky because the two-spoke steering wheel is reproduced along with the bumpers. Amazingly, so is the glove compartment handle.

The plastic windshield wiper knob atop the dashboard is original. The round rubber clutch and brake pedals are replacements.





The owner enjoys the pristine cab with the reproduced steering wheel.

Mr. Pieper, who initially had difficulty in replacing the two splash pans under the engine, was ultimately successful.

Inside the cab, in the red dashboard, is the 100 mph speedometer surrounded by the fuel, oil, temperature and battery gauges. Below the instruments are three knobs, from the left they control the throttle, headlights and choke. The starter button is at the far left.

As the restoration approached completion, the wheels became a concern. The correct wheels were made only for the 1940 model year and supported 6.00x16-inch tires, with white sidewalls being a dealer-supplied option.

Mr. Pieper had almost-correct wheels as the date of the national Ford meet in Connecticut neared.

A week before the New England gathering he drove to Charlotte, N.C., to pick up his son's race car. It wasn't quite ready so the shop owner suggested that he go to the speedway flea market to kill a couple of hours. "At the second of hundreds of booths," Mr. Pieper said, "I found five 1940 black wheels."

Because his vehicle was parked a mile away he gave the vendor a deposit and hurried off to buy a wagon to transport his newfound treasure.

When Mr. Pieper returned, the wheels were gone and he was certain the vendor had succumbed to a better offer. No, the vendor said, so many people showed so much interest in the wheels that he had placed them inside the trunk of his car for safekeeping.

Mr. Pieper gratefully took his wheels home, had them cleaned and painted the matching cream color of the pinstriping.

While the finishing touches were being applied to the wheels, he was concerned about the steering column drop.

Set beneath the dashboard is the angle of the steering and after several miscues, a correct version was found. It had a black crinkle finish.

He led the handsome red Ford restored with black fenders over, gingerly stepping over the rib running board, set off in a 1940 power pickup — rolling on its 112-inch wheelbase — at the Eastern National Early Ford show in Westbrook, Connecticut in 2001.

The trunk underwent the sizing of the judges, the car had registered 2/10 of a mile after microscopic judging the informed Mr. Pieper that his was perfect in every way except the exterior mirror. The mirror, they explained, was chrome-plated instead of being painted.

Mr. Pieper had a library of documentation concerning his truck that he was happy to share with the show. "I could show chapter and verse that the back of the \$1.70 mirror could be either painted or chrome," Mr. Pieper said.

Subsequently, he was awarded a five-point Dearborn Award, an honor rarely given. The truck had a price when new of \$610.

Others restoring any antique car, Mr. Pieper advises patience and perseverance.

"You can't stop," he said. "You have to keep looking." The result of his dedication is his 1940 Ford pickup truck, which has traveled more than 100 miles on its odometer since the restoration.

## Speaker of the U.S. House attends Ford-Merc show



From left to right, Speaker of the House Dennis Hastert, Loren Miller and Eathan Hastert. The car belongs to Jeannette Hall, Fredericksburg, Va., winner of the best 1950 Ford at the 1949-51 Ford-Mercury Club's recent national meet in Gettysburg, Pa.

J. Dennis Hastert, Speaker, United States House of Representatives, took time from his busy schedule to enjoy the third annual 1949-51 Ford-Mercury Club Convention held on May 29-June 1, 2002 in Gettysburg, Pa. Mr. Speaker and his son, Ethan, toured the convention, show and flea market on Friday and Saturday at the grounds of the Eisenhower Inn.

Speaker Hastert is a vintage car collector and continues to be a friend to the hobby. His collection consists mostly of Lincolns, plus a 1950 GMC pickup and two fire trucks from the 1950s. While at the show, the Congressman from the 14th Illinois District admitted that his first car was a 1951 Ford. This explains why he seemed to spend quite a bit of time at the show speaking with the owners of 1951 Fords.

On Saturday evening Hastert spoke at the banquet dinner about the hobby and his involvement with vintage cars. It is good to know that the Speaker of the House can be considered a strong supporter and a voice for our hobby and industry.

For more information concerning the 1949-51 Ford Mercury Club, including next year's convention in Columbus, Ohio, contact the club at 800-225-6763.

Cars and Part, August 2002



## IT'S THE JOURNEY, NOT THE DESTINATION: A TRIP IN A "NEW" '53 FORD

by John Girman

Patty and I got up early to head for BWI. We had to catch a morning flight to Columbus, OH because we were on our way to check out a '53 Ford Victoria. At the airport, my tool box was checked in without too much difficulty and the only glitch was getting a supervisor to affirm that water pump lube is not flammable. However, since we had one-way tickets, both Patty and I got snagged for a very thorough check of ourselves and our carry-on baggage. Because of the large amount of cash in my bag, I irritated the security folks by insisting that my bag and the guy checking it remain in my vision at all times. As a result, I was the last person to board the plane by a good bit and the security guy and I both have a story to tell.

We'd been looking for a good '53 for about a year without success. At first we looked at convertibles but found the selection sparse. We wanted a good looking driver and most of the convertibles had automatic transmissions, which we didn't want, and were show cars. So, we began looking at hardtops. While browsing the web, a guy who works for me noticed a '53 Ford Victoria in Richmond, IN and posted the web page on a bulletin board to see if I would notice. I did and, after a couple of phone conversations with the owner, Patty and I were on our way.

Why a '53 Ford? Several reasons. It's the last of the flathead V8's sold in the U.S. and it's the 50<sup>th</sup> Anniversary model (with the 100<sup>th</sup> Anniversary just around the corner). But the real reason was more personal. One of my best friends had a '53 and, in my 14<sup>th</sup> and 15<sup>th</sup> years, we went all over in it. I learned to drive on that car. My parents had a '53 and I took my driver's test in it. Patty and I dated in a '53 (and while I was a junior in high school, I totaled the car while with Patty). Patty also has a separate history with a '53 Ford. Her parents bought a Victoria in 1953 and took it on a cross-country trip, exploring the American West, so she has many good memories of that car. The real question wasn't why a '53 Ford but how could I have gone that long without one!

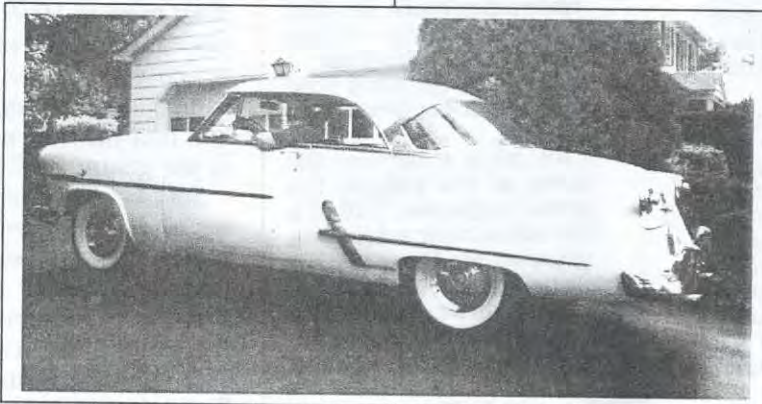
We picked up a rental car at the Columbus airport and drove the 2 ½ hours to Richmond, IN, finding the place without incident. The guy selling it had over twenty cars (some of them quite nice, including a two '57 Ch\*\*y's, one of which was a Nomad with factory fuel injection; a really nice '41 Ford coupe; a '52 Ford Meteor, one of only two in the U.S.; a '54 Merc with the plexiglass top and many more). He was 72 and couldn't keep up the cars and was reducing his collection (and selling 8 rental houses as well). He had sold

a '57 Pontiac to a guy from NY just the day before.

Our first impression of the car was good. While the paint was not that great, overall the car appeared solid. I found a small amount of bondo in the driver's side rocker panel and the driver's door was not well aligned. However, the rest of the body was solid. It didn't have tags on it, which I thought was odd. I asked the owner if there was a DMV in town. He said he was a dealer and ran a small used car business so he could issue 30-day tags. (So now I found I was dealing with a used car salesman!) We put dealer's tags on it, started it up and took a test drive. It started a little hard but ran well. We drove out in the countryside for about a half hour, with me driving, Patty in the passenger seat and the owner in the back. It had overdrive and would go into and out of overdrive, but without the crispness that I remembered from my friend's '53. After we got back, I checked under the hood again and crawled under the car. It looked good underneath and the tires were nearly new Coker Commander wide whites.

Next, Patty and I debated its pros and cons. It needed work but seemed to be a good driver. The paint was only so-so and it wasn't correct, with a ivory bottom and white top.

The upholstery was in good shape but the dash was green and the upholstery was brown, which is not a correct combination. The seat fabric wasn't really correct either. In addition, the overdrive controls needed some work. We went back and forth until we finally decided that we would buy it, if we could get the price reduced enough. To our



surprise, the bargaining with the owner was brief and I think all parties were happy.

We elected to drive it the 525 miles home, not a decision to be made lightly with an unproven car. I drove to a local Jiffy Lube, with Patty following in the rental car. Patty remarked later that she noticed on this drive that the car had a high head-turning quotient, especially with guys, because of the dual exhaust rumble. I had Jiffy Lube change the oil and drain the antifreeze. The Jiffy Lube guys were very apologetic because they didn't have a replacement oil filter but I told them it was okay anyway. (I love small towns and their personal touch.) They were dubious about replacing the coolant with water and water pump lube but did it anyway, even using hot water to avoid cracking the block. They loved the car and asked all sorts of questions about it. One guy explained to some of the others that it had "one of those flattop engines."



It was now 6:15 pm and we headed toward Columbus on I-70 to return the rental car. I thought I was cruising at a very smooth 60-65 mph. When we stopped for a bite to eat, Patty burst my bubble by telling me that I was only going 52-55 mph----some speedometer error! We turned in the rental car at the airport and continued east on I-70. The night air felt good after the 90° heat of the day. Driving through the night with Patty stirred memories for both of us. We pulled into a motel in Cambridge, OH at 11:30 pm, after driving for almost 200 miles in our "new" car.

We got up at 5:30 am ready to go and planning to beat the heat of the day. It wasn't meant to be. The car would turn over but only fired a miserable two times, without ever really running. In the next 3 ½ hours, we did many things. I disconnected the fuel line to check fuel flow (and it did). I pulled spark plugs to see if they would fire (and they did). I walked to a gas station to get starting spray and used it to no avail. I never ran the battery down but it never cranked with much enthusiasm either. Until then, it had never been a very willing starter but it had always started. We began checking car rentals but couldn't find any open that day so we began to plan on spending another night in Cambridge, OH. We called AAA and asked them to send out a tow truck. We planned on having him try to jump start it and, if that failed, to have it towed someplace where we could store it until we could get back the next weekend. When the tow truck guy came, we jumped it with his 12 V power pack. That starter spun with great vigor and the engine leaped into life! We now had a decision to make: should we press on or find a place to temporarily store it until we could get someone to trailer it home. We elected to continue, reasoning that, even if we did break down, every hour down the road was two hours on a round trip for someone to come and trailer it. After all, it's the journey, not the destination!

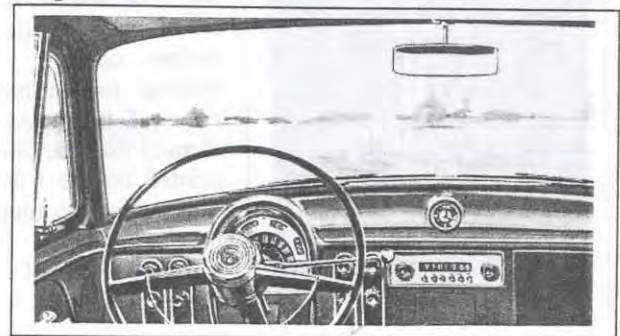
We drove for a couple of hours to Morgantown, WV, where we stopped for gas and lunch. We stopped with much trepidation on a little gradient on a parking lot adjacent to a gas station. After eating, we tried to start it. It wouldn't. At this point the temperature was above 90° and we feared vapor lock as well as our "normal" starting problem. We packed the fuel lines in the engine compartment with small plastic bags of ice. No one around us had jumper cables but one guy in a Ford Explorer offered to push us. We would go down the gradient, between four islands of gas pumps and a 7/11 and Taco Bell. However, the gas station was very busy and cars kept coming and going in our intended path. Patty went to all the people gassing their cars, explained the situation and asked them to wait. Another guy, hearing our problem, offered to push as well. So, everyone waited, the two guys pushed me down the slight hill and, after forever, the car finally started. Everyone at the gas pumps cheered (did I say I love small towns?), Patty boarded and we were on our way again. Well, not quite—we had to gas up and, I'm embarrassed to admit, we refueled without turning the engine off (and for the rest of trip as well).

As we continued, the car began to run more poorly. It kept going but it was running rough, especially at higher speeds. At this point, our higher speeds were an indicated 70-75 mph, which should translate to 55 to 60 mph. Up the grades, we would just move into the trucker's lane and went at whatever speed seemed comfortable. We were moving okay but we were concerned. I kept one eye on the oil pressure gauge and the other on the temperature gauge. (I think Patty was the one in charge of watching the road, at least, I hope she was.) The engine got warm but never got hot and the oil pressure at speed was 55 psi. I was glad I had switched over to water for the trip and I never had to add any for the entire trip.

We made it home without further major problems, turning in the driveway at 5:30 pm. However, we were fried, having traveled over 300 miles that day in 90° plus heat (and, of course, without air conditioning). The car was running pretty rough but wasn't making any strange noises. We were impressed with how well the car road and how solid it felt. We were far less impressed with how well it started (or didn't).

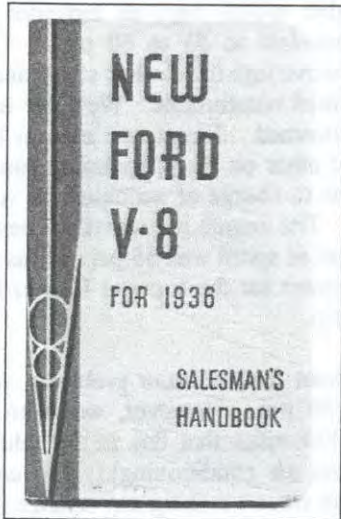
Why was it running so poorly after running well the day before? For a combination of reasons, I think. The spark plug wires, while looking fairly good, were old and when the car sat that night without cool air flowing over it, the engine heat degraded the wires. After getting it started, I pulled the wire off of a plug while it was running and got a strong shock through the insulation and part of the spark plug boot tore. In addition, the battery was a Group 1 battery, instead of a Group 2 battery. Also the battery cable connections had a little corrosion, further cutting down on the cranking speed. The plugs were old and gapped at varying dimensions. Put all that together and you get the picture----a tough trip home.

The next weekend, I installed new spark plugs, new spark plug wires and points and then timed the ignition. I charged the battery and cleaned the cable connections. It now starts immediately and runs well except at higher speeds, where it has a slight miss. I suspect that means a new coil is in the works. The engine vacuum is good but indicates that the fuel/air mixture is slightly off. I also noticed that the fuel pump has a slight leak so next weekend will see that rebuilt. Are we happy with it? You bet. It's a solid car and there is no better sound than the flathead rumbling as we cruise along.





**THE SALESMAN'S HANDBOOK - Editor**



"The purpose of this book is to describe features so that every salesman can be sure that the prospect learns them correctly". There it is in a nutshell! All the information that the salesman needs to know to help him sell the car is in the "Salesman's Handbook". This 5 1/2 x 3 1/4 booklet is packaged to fit conveniently into the salesman's suit coat pocket.

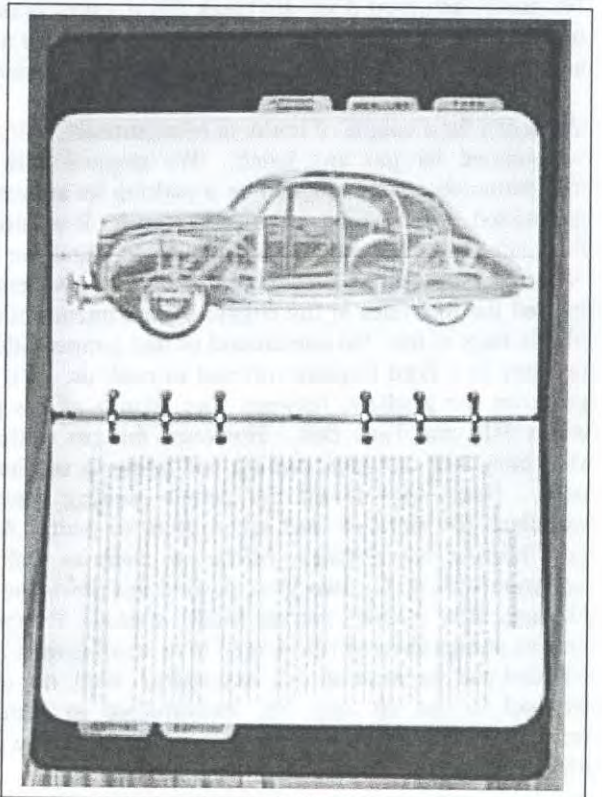
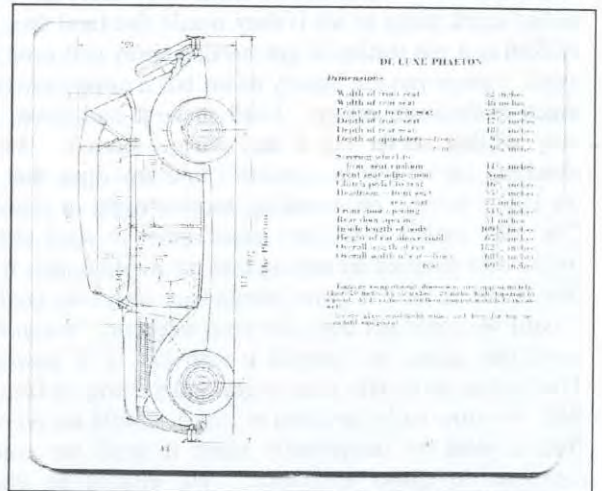
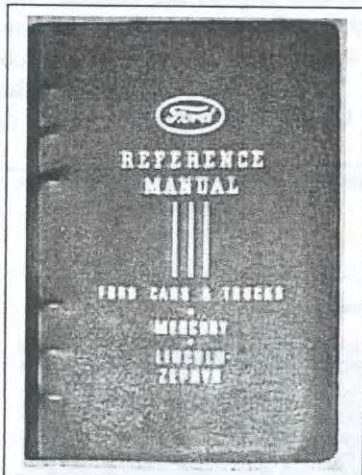
For each model year from 1932 up to 1938, Ford published this aid in both a car and Commercial/truck version. It was easily identified by the use of different colors – 1932 was gray, 1936 – orange with blue trim. The cover is of textured cardboard and the pages are stapled in the middle of the book. In the inside of the back cover there is a pocket in which color chips are stored. It is extremely rare to find a booklet with color chips! This piece of literature is very difficult to find in any condition. Since it was not intended for public use, very few were published in the first place, and the dealer had to buy them from the Ford Branch. So, most likely only enough were purchased to cover the staff, plus a few spares. At the end of the model year these booklets were worn out and tossed.

Prior to the delivery of the new model in January, the salesman watched the film strips on the new car (starting in 1934), and studied these handbooks. (The 1936 model for all manufactures were allowed by the government to be introduced in November 1935 and this practice continued.) He would refer to the handbook to answer customer questions and used "factographs" (1934 – 1937) to highlight important points. If the salesman was worth his salt, he would have all the details memorized and only occasionally refer to his booklet.

Let us examine what is inside this little 64 page book for 1936, Form 7336. There is no index. The inside cover page explains it all "Details and specifications for the Ford V8 car for 1936". It is broken down into "New Features", "The Ford V8 Engine", "The Ford V8 Chassis" (lots of info on mechanical brakes!), "Details of the 1936 Bodies" and "Body Specifications" with line drawings of each model and "Car specification". We have lots of details, here – that a well informed salesman can impress a customer and what every restorer/owner should know! Revisions were occasionally published and it was instructed to glue them to the back page.

1937/38 had a plastic comb type binding remaining the same size.

In 1939 the handbook changed again. It was now called "Ford Reference Manual for Ford cars and Trucks" and included information for the entire line of vehicles – Ford, Mercury, Lincoln – Zephyr. The size of the book increased and became spiral bound with a simulated leather cover. Plastic taps referred to the contents. The color of the cover changed to identify the year since it was not printed on the front. 1940 is a light robins egg blue. 1942 was the last edition of the Ford Reference Manual. These are all highly collectible.







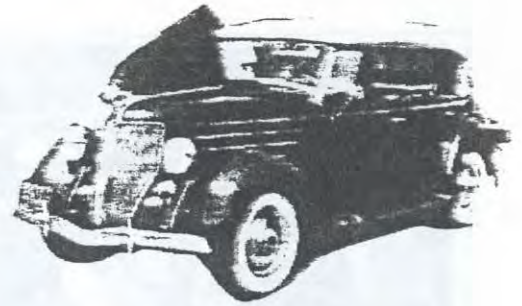
# PICNIC PEOPLE







# V8 CALENDAR NVRG



## August

- 10 Historic Fredericksburg Region AACA. Walker-Grant Middle School, Fredericksburg, Va. Contact Bill Vincent 540-752-0162
- 13 **NVRG Membership Meeting** Program Part II collecting Ford literature with Cliff Green Refreshments: Mike Mote
- 27 **NVRG Board Meeting**

## September

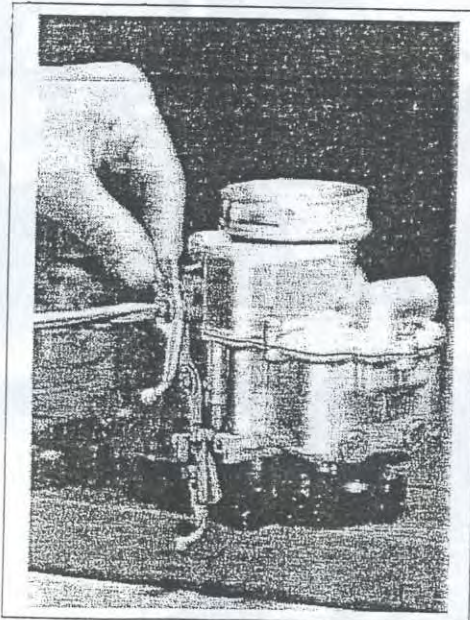
- 1 Out of the Past Revue – Vern Parker’s show from the Washington Times . Tysons Corner.
- 10 **NVRG Membership Meeting** Program: Carberator clinic – Hank Dubois
- 15 Piedmont Region AACA Car Show Piedmont Va Community College, Charlottesville Virginia

- 21 Edgar Rohr Memorial Antique Car Meet, Bull Run Region AACA. Prince William County Fairgrounds, Manassas
- 22 Lucketts 2002 Antique and Classic Auto Show. Historic Lucketts Community Ctr
- 23 **NVRG Board Meeting**
- 28 Horseless Carriage Days, Main Street Warrenton, Va

## October

- 3-5 Carlisle
- NO NVRG MEETING** because of Hershey
- 9-12 **HERSHEY**
- 19 Rockville Ant& Classic Car Show Glenview Mansion at Rockville Civic Ctr
- 18-20 **LEBKICKER OVERNIGHT TOUR** Put this two night tour to Williamsburg ( ) you calendar now. Details TBA

Everything you want to know



# Carburetors

Presentation by.  
El Presidente Hank Dubois  
With a cast of characters  
Tuesday, August 13<sup>th</sup>  
7:30  
Refreshments



## FROM THE EMAIL BAG

Dear Editor,

Hope all of you had a good time at Vernon Downs; I know I did, even if I got there a little late! Got a great picture of Mr. Westrate's '39 standard wagon. What a fine car.

Restoration of "ol' Bartholomew," my '48 Mercury 4-door sedan, is coming down the home stretch. They're working on the interior now. As chance would have it, a guy at LeBaron Bonney was looking for a pattern to make an interior kit for a '46-'48 Mercury 4-door. Luckily, the interior of my old car was almost entirely intact, though worn. So the company restoring my car packed off the whole mess to LeBaron Bonney, and an all-new interior kit will be on its way to us soon. All the correct materials and patterns. Should look great.

"Bartholomew" is Parrot Green Metallic. Jack Karleskind's newly reproduced dash plastic looks perfect. (And should hold up better than that original soybean plastic, too, I might add.)

I'm shooting for Dearborn in '03. Maybe, with a bit of luck, "Bartholomew's" show debut will be in Fairfax next May.

*Jim Roebuck*

Hi Cliff...thanks again for signing me up. I have already heard from ToM Shaw who offered to show me the way to the September meeting. If you do a listing of members's vehicles, I have a '42 Ford Woody (48 Mercury engine), '39 convertible coupe ('56 Chrysler hemi engine) and a '32 roadster (SCoT-supercharged 59Z block). I am always looking for flathead speed equipment, especially unusual manifolds. I am currently writing a book on flatheads for Krause Publications due for publication in December '03. Also, if any of your members need back issues of the V-8 Times, I have a dozen years' worth of extras that I'd be glad to trade for flathead or EFV8-related stuff. Thanks again...Best regards,

*Ken Goss*

Cliff,

Thought you might want to circulate or add to next VC. The *Osher Map Library in Maine* has an exhibit entitled:

"Road Maps: The American Way"

<http://www.usm.maine.edu/~maps/exhibit9/index.html>

It includes descriptions and explanations of road maps and how Oil companies used them to attract loyal customers and romanticized the American open road. It even gets into "The Legend of Route 66."

I think it's a neat site and good read for V-8ers.

*Diane Schug-O'Neill*



**KEN GROSS**  
17535 Francis  
Farm Place,  
Hamilton, Va  
540-751-0165



[rrroadster@earthlink.com](mailto:rrroadster@earthlink.com)

(See cars in mail bag column)

## JOE WRIGHT

1902 Grandin RD SW

Roanoke, Va. 24015

540-343-8859

[joew@carilion.com](mailto:joew@carilion.com)

1938 Convertible Sedan



## FOR SALE/WANT

**Free** to a good garage: Several medium duty adjustable steel shelving units: 30" w, 10"d, 60"h. First come, first served.

Ken Burns 703-978-5939

**Wanted** 1938 Ford convertible sedan top boot. Original, any condition. If in poor condition will use as a pattern. 540-224-5112; Fax 540-224-5115; [joew@carilion.com](mailto:joew@carilion.com)

**Wanted** Exhaust manifold for the passenger side on an 8BA V8. Mine is cracked and welding hasn't solved it. Its for the '49 F-1. Bob Wild [rvwild2129@aol.com](mailto:rvwild2129@aol.com) 540-347-0725

**Sell** 1936 Ford Std 5 window, 69,000 miles - needs total restoration \$6,500 James Parsons 304-462-5332

**Sell** 39-'40 Ford rebuilt Columbia-\$1800.00 (reproduction controls available) '33-'36, '42-'48 (6 and 8 cyl.) and '49-'51 factory rebuilt distributors-\$75.00 each, NOS '36 script flat topped coils-\$55.00 each, NOS (not rebuilt) '49-'51 Ford transmission-\$500.00 Jerry Hill (804) 438-5450



## SUMMERTIME EASY

Summertime means fresh fruit. And now that its plentiful at the grocery store or locally grown from the farmers market what could be better than mouth watering peaches. Maybe a trip to a local farm in that vintage car for fresh picked is in order. Here's a recipe for a simple, quick dessert of

### Stuffed Baked Peaches:

6 peaches                      1 Tab. butter  
2 Tab. brown sugar        macaroon cookie crumbs

Cut peaches in half. Place them in a shallow baking dish. Scoop out part of the pulp from each half; mix with half its measure of dry macaroon crumbs. Refill peach halves. Sprinkle with brown sugar and dot with butter. Add water to cover bottom of pan. Bake at 375 degrees for about 20 minutes or until tender. Makes 6 servings. [This recipe is from the *Woman's Home Companion Cookbook* edited by Dorothy Kirk in 1942].





**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**

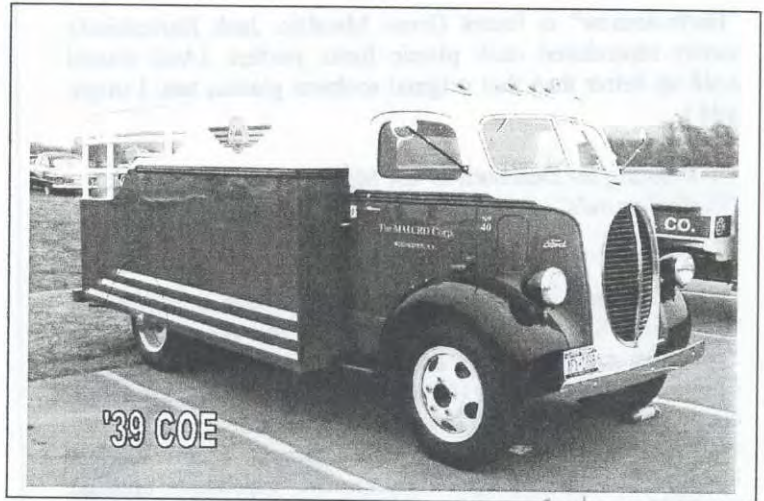


President: **Hank Dubois**.....703-476-6919

Vice President: **Steve Pieper** 703-860-2801  
Secretary: **Jim La Baugh** 703-573-9285  
Treasurer: **Hank Amster** 703-753-9575  
Membership: **Von Hardesty** 540-249-8761  
Tours: **Ken Burns** 703-978-5939  
Past President **Dave Westrate** 703-620-9597

Programs: **Dave Gunnarson** 703-425-7708  
Property: **Eric Sumner** 703-709-4164  
Activities: **John Girman** 703-242-1459  
Historian: **D on 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 alternates sites. **SEE YOU THERE**



**FIRST CLASS MAIL**

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