



VALVE CLATTER



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

<http://clubs.hemmings.com/v-8northernvirginia/>

Volume XXVI, No. 1

January 2003

Cliff Green, Editor



YOU ARE INVITED TO A GARAGE TOUR OF THE FACILITIES AND COLLECTIONS OF KEN GROSS IN HAMILTON, VA

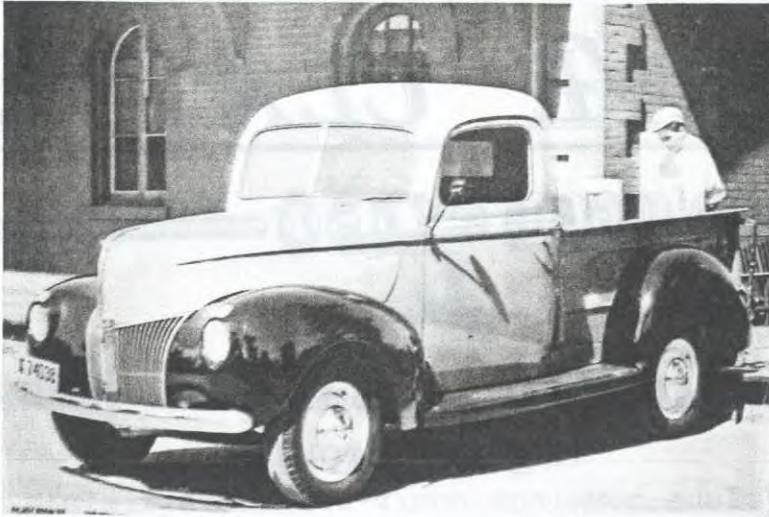
JANUARY 25TH AT 10AM

Ken will serve light refreshments and would like a count of how many members will attend, so rsvp Tour Chairman **Hank Dubois** 703-476-6919 – the ladies are invited too!

For those interested in car pooling/caravanning in the old Fords, let's meet at Fair Oaks at 9:00. We will be driving Rt 50 to 15 to 704 to Hamilton. Call Hank for arrangements to join our group.

Directions: out Route 7, exit 287 to Purcellville – Left at stop sign (Colonial Highway) – first Left onto Francis Farm Place – fifth house on right, #17535, behind pond. Plenty of parking in driveway and cu de sac. 540-751-01645 if lost. Interested members will lunch in Leesburg after tour.

DON'T MISS THIS FIRST TOUR OF THE NEW YEAR!



UP FRONT WITH THE PRESIDENT

January 2003

What a great and active club we have and all due to its outstanding members! We all share a common thread ... a passion for our hobby and at the same time enjoying exceptional friendships. In the last Valve Clatter, President **Hank Dubois** recognized all the folks that played a role in this past year's success, and now it's time that we thank him. He sure set a standard to look up to. Thank you Hank and Cindy for your tireless devotion to our club.

Subscribing to the motto, "When asked to do something, respond with a 'Yes sir, with pleasure'", I naturally said "With pleasure" when asked to serve as our next president. I am quite honored to have been asked, and your confidence in me is most appreciated. It will most certainly be my pleasure. The job will be an easy one due to the involvement I have come to see from the membership over the past years. That is particularly true of our very involved board of directors of whom we all are indebted.

I performed my first official act as the new president this past week when Hank and Cindy hand delivered the Nottoway Park facility contract to be signed for the upcoming year. At the last board meeting, we all worked to get an early start on filling the meeting dates with programs. Our 2003 program director, **Dave Gunnarson**, was already prepared with several great ideas. Our first meeting date (January 14th)

will feature the ever popular "Show and Tell". Since we have several new members, it needs to be explained that this is when the general membership brings anything of interest (automotive related) to the meeting. There have been several outstanding items brought to previous show and tells and some of the best are when we all get involved trying to guess what it is that is being presented!

John Girman, our new tour chair, hasn't been sitting still either! Our first outing of the year will be a visit to our new member, **Ken Gross'** garage on the 25th of this month. I am particularly interested in this event due to Ken's extensive collection of Flathead intake manifolds.

Even though your board has been working on the upcoming year, it is not too late for your input. Any suggestions would be appreciated. If you have an idea on a tour or program or for that matter anything involving the club, we want to know about it so please give me a call.

Well, here's to another upcoming fun filled V-8 year! Please plan on joining your fellow members for all that your club has to offer.

STEVE

12/3/02

TO WHOM IT MAY CONCERN:

Roughly a decade ago, I decided to embark upon a teaching career. Of my ten years in the Fairfax County Public School System, I've spent the bulk of that time instructing freshmen in the state's World History curriculum. But, recently, I've created something very new and very exciting—a new course, never offered before, dubbed “20th Century American Pop Culture.” In the course we proceed with a mix of chronology and content starting with the turn of the century and covering such areas as music, fashion, art literature, language, sports history, film, classic TV, etc. I strongly believe the course is as important as any other I've taught since it is relevant to today's youth and it promotes cultural literacy.

In the past couple of weeks, we've been covering the 30's with “Flash Gordon,” early superheroes, the Great Depression, Louis Armstrong and jazz, baseball, etc. Knowing that my godfather, Mike Mote, is in a classic car club in the area, I asked him to come in and speak to the students.

Arrangements are never easy for a guest speaker due to our daily class schedule here at Centreville High School. We have “A Days” when we see 1st, 3rd, 5th and 7th periods and “B Days” when we see 2nd, 4th, 6th and 7th (7th is a daily constant). Our two pop culture classes are 4th, and 5th periods. Additionally, we had several days of rainy weather complicating matters. But, on November 20th and November 25th, Mike Mote and Mr. Charlie Morrison made it out here for about 45 minutes each day.

For the first 25 minutes, Mike and Mr. Morrison were in my classroom introducing themselves, describing the origins and purpose of the “Early Ford V-8 Club of America” showing and passing around props (1930's bottle of oil, photo album of restored cars, etc) and answering student questions. For the last 20 minutes, we took the class outside to the school parking lot where Mr. Morrison had parked his 1935 Ford Coupe. There were all kinds of neat little, unforeseen quirks, that surprised and amazed the kids.

As the person who has created this course, I like to think that every assignment, lesson, and day is important. But, I also recognize that few are truly memorable in the minds of my students. November 20th, 2002 and November 25th, 2002 will be forever etched in the minds of my forty-two 10th, 11th, and 12th graders. Mr. Mike Mote and Mr. Charlie Morrison made these two days memorable because of their passion for their hobby, their knowledge, their warm and humorous personalities and the willingness to give their time. For all of this, my students and I are very thankful.

Sincerely,
James M. Gaines, Social Studies Teacher, Centreville High School

P.S. We hope that Mike and Mr. Morrison enjoyed their interaction with CVHS students and will look forward to repeating the experience next school year!



THE STORY OF HENRY FORD'S FORGOTTEN SON

By Henry Dominguez

Submitted by Ray Kunsman

The topic sentence of this report is simply: This book is terrific! I read it in about three evenings, and once I got started, it was tough to put down. The book jacket "sell copy" (below) is accurate and compelling:

"From the Introduction...in all the books written about the Ford Motor Company and the Ford family, precious little has been written about Edsel Ford...He was, after all, the son of Henry Ford, and more importantly, president of the Ford Motor Company for a quarter of a century. Who was this man? What was he like? And why has he been ignored?"

"I decided that Edsel's biography needed to be done, and once I started pursuing it, things just started falling into place. And the story turned out more interesting than I could ever have imagined. I'm glad that it is finally told.".....Henry Dominguez

About the Author.... "Henry Dominguez has studied Ford Motor Company history for over a quarter of a century, reliving much of it through the many old Fords that he has owned over the years. He is author of The Ford Agency, Edsel Ford and E.T. Gregory."

Back Jacket Copy... "Carefully crafted from thousands of Ford Archives, written interviews, and first-hand accounts told by people who knew the man, (this book) brings into focus the remarkable life of Edsel Ford. The book chronicles Edsel's life from his early days of growing up in and around his father's company, through the controversy of his World War I draft notice and eventual exemption, the design change from the Model T to the Model A, and the creation of the Ford Foundation. Twenty-seven chapters in all help to shed light on the life of a man who preferred to spend most of his life out of the limelight."

It is clear that Dominguez has done his homework. The book is heavily annotated and is based on varied and thorough research. For example, via the Ford Archives or the Henry Ford Estate he was able to research historical taped conversations of Ford relatives and Ford employees who actually knew the Fords. Thru Dick Folsom, a dedicated "Fordophile", he was introduced to contemporaries of Edsel Ford and interviewed them.

One of the people interviewed was Bob Gregorie, the famous designer at Ford from 1931 through 1946. Gregorie and Edsel Ford worked closely and well together for many years. Dominguez was fortunate to be able to interview Gregory, who was in his nineties at the time, and received some great insight into his working

relationship with Edsel Ford. (Bob Gregorie recently died, (12/02) at age 94.)

The basic theme of the book presents Edsel's life against the background of being born the son of a world famous and ultra rich father, having a personality quite different from his father, and being constantly harassed by his father to do everything Henry's way. The book also documents that Henry Ford clearly undermined his son on various issues: On the need to discontinue the Model T and introduce the Model A...On the need to move to larger engines, (away from the 4 cylinder)...On the need to introduce body colors other than black...On the need to go to hydraulic brakes, (Edsel won this one, but in defiance, old Henry retrofitted his personal 1942 Ford with mechanical brakes!)... On the need for new brands, i.e., Mercury, Lincoln (Until the end Henry wanted to make "one Ford")

Their personal differences were also vast. Henry had a grade school education / Edsel had a private school education, (but elected not to go to college). Henry did not believe in modern business practices / Edsel did. With Henry it was "his way or the highway"/ Edsel valued and sought out the opinions of others. Edsel had a highly refined sense of automobile design, style, and color / Henry had none. During Edsel's lifetime these differences were never resolved. In fact, Henry Ford never completely relinquished his power in the Ford Motor Company, and it is the author's belief, (and others), that Henry wanted his son to manage the Company in a much tougher/stronger way. In his own way, Edsel resisted and brought into the Company "modern business practices" which Henry did not completely understand and therefore did not want.

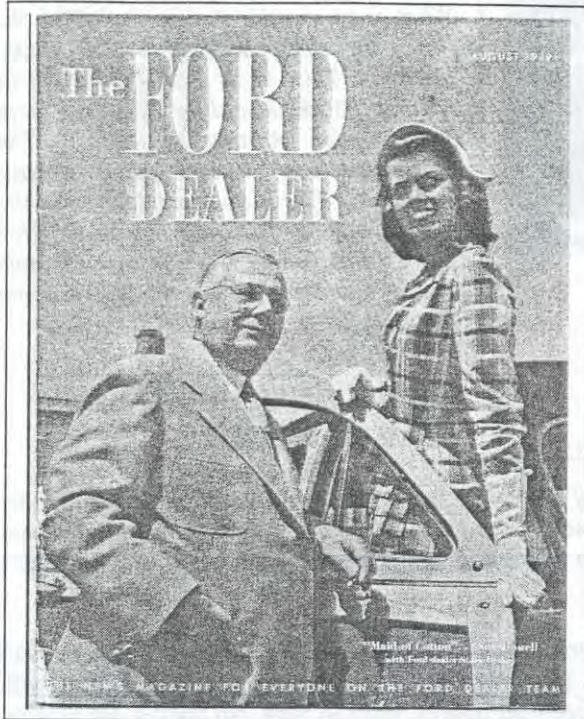
We can't feel too sorry for Edsel Ford though. He lived a very privileged life.... Great wife and kids, several estates, yachts, a large car collection, and respected by his peers and the people who worked for him.

The tragedy of course is that he died young, at age 49, of stomach cancer. The author provides a complete history of Edsel's various illnesses preceding his death and implies that he was misdiagnosed early on. The author does not imply that stress played a role in Edsel's illness, but it's difficult not to see a link.

The book also has 32 pages of interesting photos of the "Edsel Era"

The only down side of this book is it's price. \$39.95! (at Amazon) But if you apply the same logic you do when you buy that "genie nos ford part" for \$50.00, (that originally sold for \$2.00) then this book is a great value, even at full retail.

The FORD DEALER – “The news magazine for everyone on the Ford Dealer Team”



The bi-monthly issue of the *Ford Dealer* was published after the war as a new concept magazine. Pre-war literature had no equivalent for the *Ford Dealer* – he received the “Accessories” publication which was a thin (8 – 10 pages) of new products and ideas with news of the Branch conventions. The car owner received a year’s subscription of “*Ford News*” which revolved into the “*Ford Times*” after the war.

My issue of *The Ford Dealer* is Volume 4, No. 5, August-September 1949. The math places volume one in the 1946 period. There is “kodachrome” color on the front and back pages, but none inside. This issue is 36 pages and broken into six chapters:

- Feature Articles
- Car Preference
- Dealer Promotions
- Parts and Accessories
- Service Sales
- Departments

Under the contents it is suggested that “attention be called to articles that relate the details of what other dealers are doing to build efficient and profitable organizations at your employee and management meetings”.

There is a wealth of information for the restorer and the Ford historian in this magazine. It provides an insight to the Ford Dealer organization and cars during the post war period. I paid \$4 for this issue on eBay.

REVOLUTIONARY FORD DEALER IDEA

The following is condensed from an article in the August 1949 issue of the FORD DEALER - Editor

A Detroit Ford dealer conceived of an idea of renting cars (Fords of course) at airports in 1947. Warren Avis, a 33 year old war veteran, returned to his home in Detroit and opened a Ford dealership with a partner in 1945. With no cars to sell they had a thriving business in repair work, with special emphasis on painting and renewing old automobiles. As soon as new cars became available the Avis firm grew and prospered.



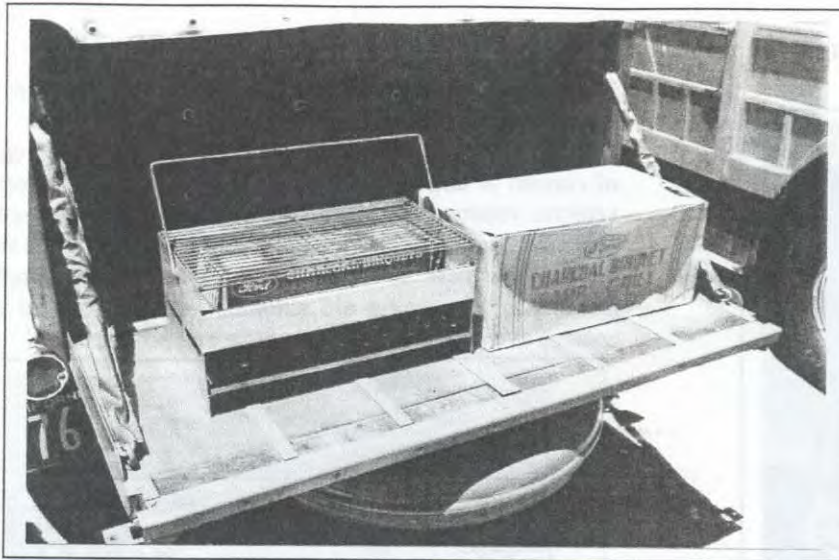
BUSINESSMAN or tourist can step from a commercial airline plane right into a waiting Avis rental car. Through Avis system offices in 36 principal cities cars may be reserved by wiring airport in advance of arrival. Traveler pays \$6 a day, 7 cents per mile rental

By 1946 Avis had the capital and the courage to proceed with his idea of renting cars at airports and in the summer of 1947 launched his first Avis Airlines Rent-A-Car Service at the International Airport in Miami. He could not provide enough cars for the businessmen and tourists. Encouraged with his success, Detroit Willow Run Airport, 30 miles and \$1.50 from downtown Detroit by bus, \$7.50 by taxi seemed like a natural. Within a few weeks, Avis had 25 cars in operation at Willow Run – all new 1949 Fords. Avis franchised his idea and licensees operated in 35 principal cities within months.

Avis provided the traveler the ability of reserving a car in advance by wiring the Avis system at the airport, and he could charge the expense to himself (or his company) by merely showing his airlines travel card!

1932 story

Heard an interesting story from a friend who's Dad (now deceased) was a service manager at a local Ford dealer back in the thirties. His dad told him how this particular dealer was quite successful selling the new 1932 Ford V8's. The dealer was located near a steep hill. They'd let the prospect take the Ford up the hill, and nearly every one came back and bought a V8, because none of the Model T's and A' could handle the hill like the V8. Unfortunately, Ford had numerous problems with the first year production. The dealer had to take many cars back and re-power them over the next one to two years with replacement V8's (from '33 and '34 production). His Dad said that the shop would just remove the whole V8 and shove them into a growing pile behind the shop. A local scrap dealer would come by from time to time and haul the "junk" engines away. Could be another reason that the '32 blocks are even harder to find.



What every woodie should display on the tail gate along with a wicker picnic basket. This is a Ford Camp Grill Ford Number 20 which sold for \$2 at your local Ford dealer starting in 1935. The cardboard box doubles as a storage container. This is an example of what the Editor bought NOS at the Sully Flea market this year! There is a five pound box of charcoal in the grill that was not included.

Of Ford Camp Grill Kits and Charcoal Briquettes

The latest FORD TIMES article by Tim O'Callaghan about "Henry Fords Industry within an Industry" stole my thunder on charcoal briquettes. (Notice that Ford spelled briquettes with one t). I had researched the subject for an article about such items. What we shall do is examine in more detail some of the interesting things that were left out of O'Callaghan's fine article

The small "Picnic Kit" that sold for \$1 contained the stove, a one-pound box of briquets and instructions. It was in 1935 that Ford introduced this item into the dealerships. The instructions (pictured below) describe the virtues of cooling with the Briquets. It reveals that it is "Light, Compact and Clean – A Sure Fuel Supply, Easy to Start, No Sparks..No Smoke, High in Quality – Low in Cost. The briquets were sold at hardware stores, coal dealers and places which cater to campers such as sporting goods stores. They were put up in five, ten, twenty, forty, fifty and one hundred pound bags along with one and five pound boxes. The Ford briquets "burned twice as long as ordinary charcoal. "Manufactured as a product of the Ford Motor Company, they live up to the standards you'd expect." They were made from the finest hardwoods – approximately 85% sugar maple and 15% birch – the same relationship as in the station wagon!

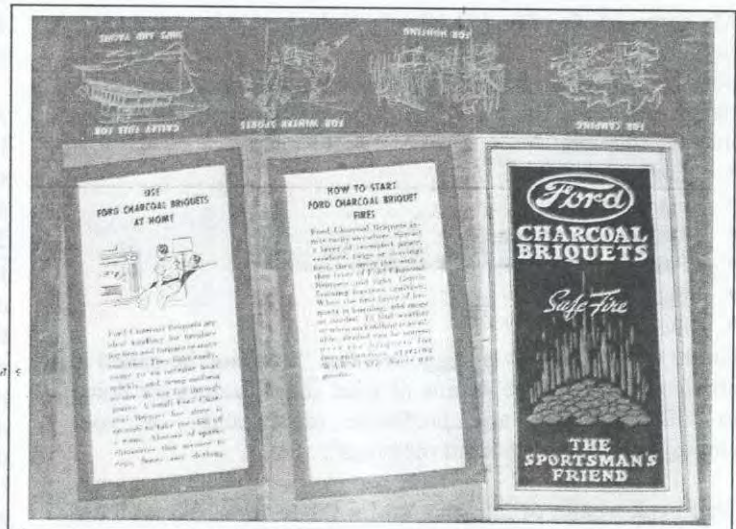
YOU HAVE TWO FALL OPPORTUNITIES FOR FORD CHARCOAL BRIQUET SALES

Fall and Winter Picnic!
Don't think picnic and winter! Picnics are still going strong in October. Stock up! Picnic and winter window displays with these light, fresh, clean, easy-to-carry kits in the woods, and charcoal-briquet kits at Jack O'Leary's service. Winter picnics... look over our kit list... the kit is a tin, 1 1/2 lbs. as the name of a single tin is... Put your kit on...
• Picnic kit and kit is a Santa Clean to you

Furnace Kindling!
Ford Charcoal Briquets make a wonderful kindling for warming the furnace. A few briquets over the paper or the bottom of the firebox burns rapidly and last long. No snapping. No smoke. No dangerous sparks. No need to use kerosene. Convenient! Just a few tin kits. You see all this and in every tin kit have a tin of our briquets. Distribute these kits in every show window and mail us picture of your display. Refer to tin samples for your orders. Let's get busy on this one!

**SPECIAL ORDER FORM
FORD CHARCOAL BRIQUETS AND KITS**

Name (if dealer) _____ Date _____
 Distributor (if not dealer) _____
 Name, Shop No. _____
 Address _____ City _____
 Phone No. _____
 Please use \$5.00 bill.
 Information and price of kits on pages 24, 25 and 26 of your order.



Lert: insert in the October 1936 Ford Part and Accessories Merchandising Bulletin
 Top: Instructions included in the Ford "Picnic Kit"

EMAIL BAG

Bill Simons

Progress report for the next VC. Last Dec. 7th, Eric, Hank and I re-installed the transmission in the Roadster after replacing the u-joint and the drive shaft roller bearing, [I didn't even know there was such a thing,] and packing all with plenty of grease. I spent a few nights doing a final "button up" and took it on a short road trip around the neighborhood. All went well. No more funny noises from the drive train. The next day I drove the car down to the riverhouse, about 60 miles, and it ran perfectly, so I have declared victory! Until the next thing.

Steve Dawkins

I'm thinking of selling my 1947 Mercury Town Sedan. Has anybody sold a collectible through eBay? Or through any on-line service? Please contact me at SPDJJD@AOL.com

Dick McIninch

Dear Cliff, As our 1936 gets closer to completion, we keep finding some things that I missed in getting all the parts together. Now I need a 50 psi oil pressure sending unit. Do you have one in your collection of spare parts that I could purchase from you or perhaps a member of the club might have one? Thank you for taking a look. Also thank you for the Great Holiday Card.

Progress on the '36 has reached the installation of the upholstery stage. It runs great except for the oil pressure gauge that pegs out because of the oil sending unit is a 80 psi unit. So it should only be a few more weeks before it is done and on the road. We can not wait to have some dry and sunny days to run it. I will let you know when it happens. Best, Dick McIninch

Von Hardesty

Cliff - I read your excellent review of the Ford Century in the most recent VC -- right on target! I, too, shared your pain seeing so little space and photos devoted to the V-8 era. Also, I recently saw on the History Channel a program on the moonshine runners and Junior Johnson, which showcased our beloved 1940 Fords as the vehicle of choice to escape the revenue agents. The book missed so much, ignoring the perspective of the thousands who restore the classic Fords and Mercurys. Yet, the book did possess some great information, as you noted.

I usually do not publish jokes, but this was especially funny from an airline buddy - Editor

A gynecologist had become fed up with malpractice insurance and was on the verge of being burned out. Hoping to try another career where skillful hands would be beneficial, he decided to change careers and become a **auto mechanic**.

He found out from the local technical college what was involved, signed up for evening classes, attended diligently, and learned all he could. When the time for the practical exam approached, the gynecologist prepared carefully for weeks, and completed the exam with tremendous skill. When the results came back, he was surprised to find that he had obtained a score of 150%. Fearing an error, he called the instructor, saying "I don't want to appear ungrateful for such an out-standing result, but I wondered if there had been an error which needed adjusting."

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which is also worth 50% of the mark." The instructor went on to say, "I gave you an extra 50% because you did all of it through the muffler."

It came to the editors attention that Dave Blum was the best of show winner at Vern Parker's "Review" last September! Dave's car will be on this year's plaque! Dave wants to qualify that award by mentioning that there were only 18 cars on the field that rainy day - Hey, terrific that some are not worried that the car might melt and drives in all the weather! Atta, boy, Dave.

Reports are that Clift Harden bought a '39 convertible from somewhere in the Midwest and has yet to pick it up. Stay tuned for more info.

Gene Welsh

My 36 hump back has been road tested and passed with flying colors - it runs great. We had to make a few adjustments - I used the diode cut out and could not get it to work so I went back to the old style and it worked fine. We are going to add the pin stripe on Saturday and it will be ready for driving in the spring. Its' been fun working on this fine car-it only has 50,675 miles on it and it is a very solid car. Thanks to everyone who helped with advice and parts, etc..



Picture was taken in 1948 when this Outer Banks restaurant first opened - this must be a "Beach Wagon"!

SELL/WANT

Trading as Vintage Auto Warehouse, LLC in Frederick, MD I stock most 1936-48 Lincoln parts and most transmission and many chassis and engine parts and batteries for V-8s, I have wholesale accounts with Egge, Mac's, Job Lot, Vintique, Rhode Island Wiring, Hastings, Newcastle Optima and other companies and can supply many of your mechanical parts needs. We also have excellent coil, distributor and waterpump rebuilders.

We have a complete machine shop on the premises and a part time mechanic with lots of recent experience on V-8s. Our suppliers will drop ship directly to you in an emergency. Call me and I will try to help. Alan Whelihan 301-874-5464 or awhelihan@aol.com

SELL: 1970 Mustang 2 door ht-V8-At run good- Asking \$2890.00 For sale-1988 Chevrolet Suburban C20-454-V8-Towing package--Like new inside and out-Asking \$4,500.00. 1972 Chevrolet Chevelle Malibu Sports Coupe-V8-AT-PS-Low mileage-garage kept- Asking \$6,100.00 Gene Welsh 703-869-7475

SELL: 1942 Ford Army Staff car – Phill Schreier 571-214-5453

WANTED: Still looking for a 600x16 WW spare for my truck. Patrick O'Neil 703-249-9593

WELCOME BACK - Lars Okeson 1942 Station Wagon
Bill Tindall – 1946 Convert
1948 Tudor

FYI: The 32 annual Barrett-Jackson Classic Car Auction will be telecast live from Scottsdale, Arizona on Friday and Saturday, January 17 & 18 on the Speedvision Channel. We watched it last year and it was most interesting.



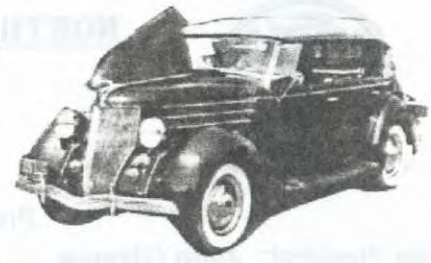
ARE YOUR DUES FOR 2003 PAID?

As of December 31, 2002, the following members have not paid their dues for 2003. . If your name is on this list, in accordance with club bylaws, this will be your last Valve Clatter newsletter if your payment is not received before the next issue. Don't put it off—put a check for \$15 payable to NVRG in the mail now along with the form .

Abeyta	Arrington	Belsley	Boardman	Brown	
French	Frise	R.Green	S.Hardesty	Hatchett	Humphries
Jones	Judy	Lamonds	Nelms	Painter	Paris
	Smith	John Sweet	Weinstein	Welch	Williams



V8 CALENDAR NVRG



January

- 14 General Membership Meeting. Program: "Show & Tell" Refreshments: Summer
- 25 Garage tour to Ken Gross, Hamilton, Va. See front page for info
- 28 NVRG Board of Directors meeting 7:30

February

- 12 General Membership meeting. Program EFV8 Judging Standards – Mike Gall
Refreshments: Alan McNiff
- 15 Garage Tour to Buzzy and Bill Potter, Potomac, Md.
- 25 NVRG Board of Directors meeting

MARCH

- 11 General Membership Meeting. Program: Ford Literature – Part II – Cliff Greebn
Refreshments: Leo Cummings
- 25 NVRG Board of Directors
- 28 & 29 Frederick Flea Market (Sugar Loaf AACA Parts Meet)

APRIL

- 8 General Membership Meeting Program: Shopo Chemical Saftey – John Girman
Refreshments: Steve Pieper

IT'S DUES TIME ONCE AGAIN - PLEASE SUBMIT \$15 TO
HANK AMSTER, 8543 FOAL CT., GAINESVILLE, VA. 20155

You must belong to the National to be a member of any RG



Names (include spouse): _____

FILL IN ONLY PARTS THAT HAVE CHANGED: NO CHANGE, CHECK HERE

Address: _____

City/State/Zip: _____

Telephone (Home): _____ EMAIL ADDRESS _____

Year	Model <small>(Standard, Deluxe, Super Deluxe, Custom, etc.)</small>	Engine	Body Style



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

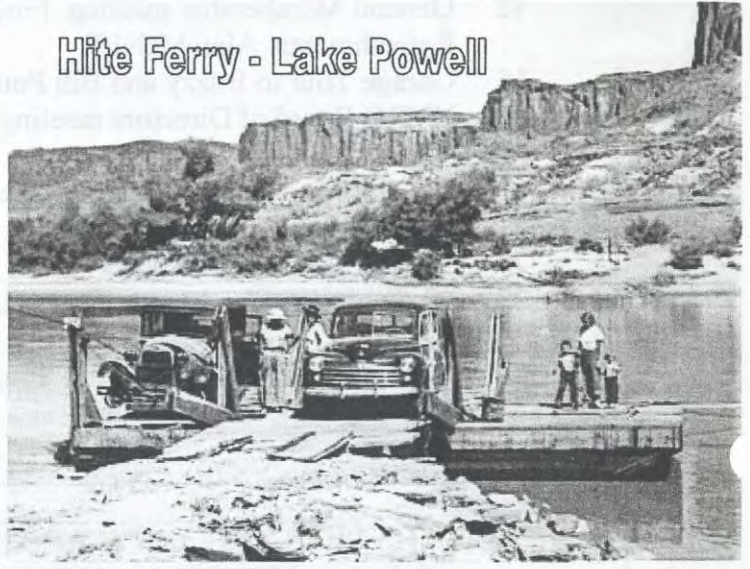


President: **Steve Pieper**.....703-860-2801

Vice President: John Girman	703-242-1459	Programs: Dave Gunnarson	703-425-7708
Secretary: Jim La Baugh	703-573-9285	Property: Eric Sumner	703-709-4164
Treasurer: Hank Amster	703-753-9575	Activities: John Girman	703-242-1459
Membership: Jim McDaniel	703-569-6699	Historian: Don Lombard	703-690-7971
Tours: Girman/Dubois		Newsletter: Cliff Green	703-426-2662
Past President: Hank Dubois	703-476-6919	Web master: kenb@headstartinfo.org	

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**

Hite Ferry - Lake Powell



FIRST CLASS MAIL

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