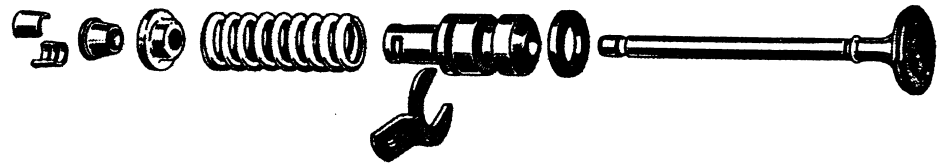




VALVE CLATTER



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

Volume XXVI, No. 12

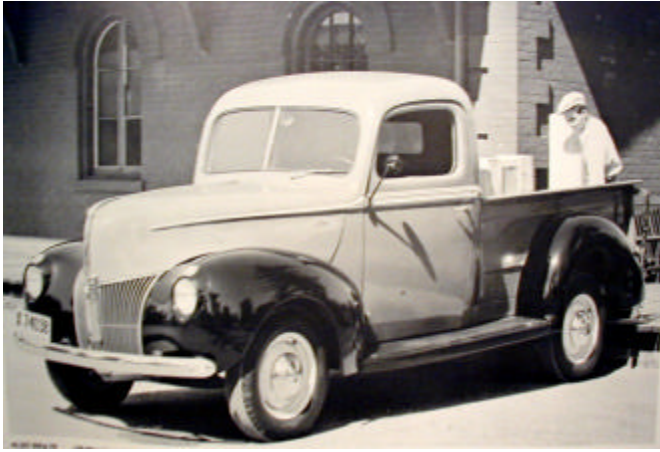
December 2003

Cliff Green, Editor

RECIPIENT OF THE 2003 GOLDEN QUILL AWARD FROM OLD CARS WEEKLY



HAPPY HOLIDAYS FROM YOUR BOARD OF DIRECTORS



UP FRONT WITH THE PRESIDENT

December 2003

The end of the V-8 season has come. Cold weather will soon be here which means that we all get a chance to do the projects we have promised ourselves that will get done "over the winter". It is in a car person's nature to put something off "until winter" since you never want to miss an opportunity to join an outing or tour if your car is all apart. The "to do" list grows long and when it gets to be winter, there are a thousand reasons why they have to be put off until spring. I guess that's the makings of a good New Year's resolution.

Our club has enjoyed a terrific 2003. If you recall, my theme for the year was "involvement" and no one could argue that we, as a club, weren't involved. The individuals who did the planning, those who helped in execution, and those who participated were all wonderful examples of being involved. I sincerely thank all of you, but special recognition needs to go to your board members. So much was offered by these outstanding people. When the opportunity arises, please express your gratitude to each of them. Events like the car show, great tours such as the poker run, wine outing, picnic, drive-in movie night, Lebkicker weekend, garage outings, monthly programs (all of which were entertaining and educational), our award winning Valve Clatter, and a fabulous web site are all great examples of what this club is all about. Maybe our growing membership (101 now) is a testament to everyone's efforts of being involved. In order to keep the momentum going, plans are already in the making for 2004. Please, if you have ANY suggestions or ideas, don't keep them to yourselves...give me a call.

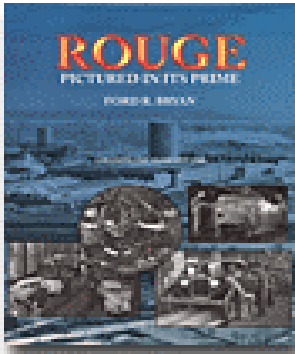
For those who elected to participate, the last event of the year will be the annual holiday gala with hosts Cliff and Sandra Green. It will be a fitting end to a great year. Remember, there is no membership meeting in December. Have a wonderful holiday season and get those winter projects finished so you will be ready for next year's events. Steve

PS Let's keep it rolling send in your dues (\$15) by the first of the year to Membership Chairman, Jim McDaniel, 7112 Ayers Meadow Lane, Springfield, VA 22150

ROUGE: PICTURED IN ITS PRIME, BY FORD R.

BYRAN

Dave Gunnarson



This is the story of Ford's Rouge plant from groundbreaking in 1917 through 1940 told primarily through photographs. Organized into 45 chapters, it traces the plants history with 389 photographs, each one providing a unique perspective of the plant, it's operations and the people who worked there. Through

this book it is possible to imagine how one factory could produce the parts to complete over one million cars in a year and it provides a wonderful representation of the magnitude of materials, machines and human effort required.

I particularly enjoyed the Foundry chapter showing how blocks are cast and then in one operation all of the cylinder stud holes are drilled simultaneously. Other highlights include Dock Operations showing hundreds of 1940 engine and transmission assemblies being stacked in the cargo hold of a ship and Chassis Assembly with stacks of freshly plated 1935 grill shells. The accompanying text for each chapter provides a good framework for the photographs, but it's the photographs that really make this book interesting. Many of the photographs can be studied for a long time as they contain all sorts of details about materials of construction and assembly methods that can be of great value for a restoration project. I found that the more I studied some photographs the more details I noticed.

Published by Ford Books, Wayne State University Press, , ISBN 0-8143-3149-1, 288 pages, 8.5 inches wide and 11 inches tall with 389 illustrations. Available in cloth hardback with a list price of \$34.95. It is also available at Amazon for \$24.47 plus shipping.



This a very interesting picture from the book and needs close scrutiny. (Those with the download version can enlarge the picture). A Ford lakes steamer is being loaded with five flatheads at a time at the Rouge Plant destined for an assembly Branch – they have side shifter transmissions, thus are '40 or later. One of the blocks in the lower right is a top shifter. There are special racks so that the engines may be stacked. The seven workers are man handling the load, swinging it to line up with the bottom rack. If a man slips, OSHA would love this!

This is typical of the pictures in the book – a magnifying glass brings out the enlightening details.

Editor

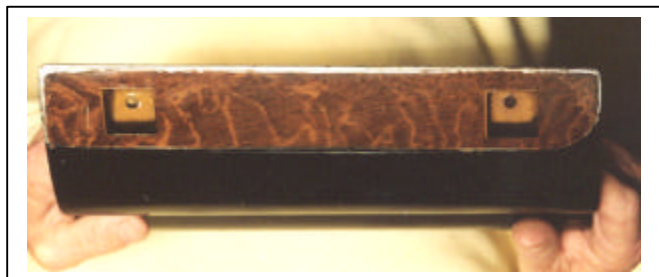


TECH TIPS:

WOODGRAINING MY '42

Bob Wild

My first attempt at dash woodgraining was on my 1939 standard woodie. I bought the booklet "Woodgraining: A New Approach" by Bob Durham and followed his procedures closely. When the time came to restore the dash and molding on my '42 Ford convertible I used the same system. According to the late Ken Brown the dash on the '42 convertibles and woodies was called Sequoia.



Beautiful graining pattern found under trim strip

I had already removed the dash, the necessary first step. The next steps are very important. You determine the base coat color and, hopefully, an example of the original woodgraining. The base coat color should show on the rear of the dash. I found an excellent example of the original woodgraining on the glove box door under where the stainless steel trim piece was fastened. Take several high quality color photos of the original woodgraining, before sandblasting the dash and moldings select the paint for the base coat. Prime the pieces with a good quality primer/surfacer. Also prime several small pieces of scrap metal to be use later for testing. Sand the pieces carefully and apply the base coat to both the front and rear of all the pieces. Lightly sand the base coat with fine sandpaper. Now you are ready to wood grain.

This system call for a rubber based printers ink. I used Cocoa Brown. You will need Litho Solvent (this is and all-purpose press wash solvent used in the printing industry) and a good supply of cheesecloth. Place a small dab of ink on a glass plate. Make a small pad of cheesecloth about one inch square. Fill a small shallow container with solvent. Dip the cheesecloth in the solvent and run it over the ink until the ink and solvent are mixed. Now apply the ink to one of the scarp pieces of metal discussed earlier and star experimenting to make a pattern like the woodgraining in the pots of the original. It will take several tries soak, when one doesn't work, take a separate rag dipped in the solvent and wipe of the unsatisfactory pattern. When you have developed a pattern you are satisfies with, you can now move to the dash and moldings. The glove box door and ashtrays, etc. should be in place on the dash to ensure a continuous pattern. All is not lost if you are not satisfied; you can still wipe off the ink with solvent and try again.

When the pieces are all woodgrained to your satisfaction, they should be let to stand for 24 hours in a dust free environment to allow the solvent to evaporate. The ink does not "set" during this period. The clear coat you are now ready to spray on will set the ink. I tried several brand of clear coat, using the scrap metal pieces I woodgrained earlier, until I found a brand that was compatible with the ink and base coat. I applied several clear coats sanding between coats with 600-grit paper.

AACA AUTO *Jason Javaras*

Three years ago my wife, Dee and I donated our 1948 Ford Deluxe coupe to the AACA Museum in Hershey, Pennsylvania. Since the museum building was only a plan at the time it had to be stored until the museum was built. The beautiful Museum was finally completed in June and opened to the public. In November we got a call from Jeff Beimeister, the curator of the Museum to tell us that our car was going to be a featured for exhibition in their lobby and hoped we would have a chance to see it on display. Fortunately we had a family reunion in nearby Lancaster that week and were able to stop by the museum and see our old car for it's proud unveiling. The AACA volunteers had done a fine job of detailing the car after several years of storage and I must say it never looked better. It was nice to see an old black Ford represented in such fine surroundings. For those who haven't had a chance to visit this new facility it is well worth the effort and the AACA should be very proud of their accomplishment.



NATIONAL DIRECTORS REPORT

Waymond Brownlee reports from the National Board that:

- Finances are doing well and on track.
- Looking for a National Web Master.
- Looking for a Newsletter contest judge.
- 1941-48 book is complete and ready for printing.
- Board Realignment has passed – Ca. Director has stepped down – new Director John McBrurney from Mo.
- New SE RG – Lookout Mountain

NOVEMBER MEETING NOTES

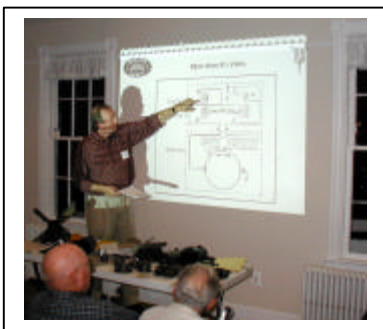
Generating interest in Ford V8s

Jim LaBaugh – Secretary

Just how do generators make electricity? Why do generators have cut out switches? Why is important to have pulleys attached to the generator? Answers to these and many other electrifying questions were provided by Dave Gunnarson in his presentation on generators at the November Regional Group meeting at the Hunter House in Vienna.

Approximately 35 members traveled from far and wide to the gathering, including one member who drove a 1950 shoebox Ford all the way from Richmond for the occasion. It was nearly standing room only as President Steve Piper presided over the usual opening remarks, transmission of V8 news, and previews of coming attractions. For those interested in the “Wright” stuff, you won’t want to miss the January meeting.

Dave started out with the operational theory of generators, showing how rotating a magnetic field around wires gets electrons moving. He also noted that if current is passed through the generator, it will act as a motor – something that is not desirable. Airflow in the generator is from back to front, so be sure the holes in the housing are clear to avoid overheating, which can affect current generation. The pulley also affects generation so it is important to have the correct pulley connected to your generator.



Dave told the story of how he became interested in generators in his quest for the right one for his 1935 1 ½ Ton Ford Truck. At Hershey, and other venues, generators on a vendor’s table may look the same at first glance. Yet, information Dave projected on the wall in

the front of the meeting room showed an incredible number of variations existed (63 just between 1933 to 1947), including Police and FBI models. These tended to be heavier duty, which explains why in the heyday of the Flathead Fords, one could always tell if the car behind them at night was a police vehicle, the lights were much brighter than those on civilian vehicles!

Generators and starters each a date code stamped on it, beginning in 1932 with the letter M, with each succeeding year indicated by the next letter of the alphabet. Thus, a 1939 generator would have a T stamped on it. The code is on top of the generator above the cut out.

Cutouts were circular, rectangular, and oval, each characteristic of year and presence or absence of a radio. The

cutout prevents overcharging of the battery. Wiring diagrams projected on the wall in the front of the room were used to explain cut out operation. Dave used these to indicate how if the battery terminals are dirty, voltage produced by the generator goes up to the point where it stops charging. So clean connections to your battery are essential. During the presentation, the projector and the computer driving it cutout when both were accidentally disconnected from the wall outlet. Jim McDaniel provided a backup for both and he and Eric Sumner juggled equipment to get the projection up and running. A reminder it is useful to have spare parts on hand on road trips and travels along the information superhighway.

An array of generators that Dave assembled on the front table was used to demonstrate some of the differences among generators. He held up various parts to discuss their function and near the end of his presentation quickly disassembled one to show how they can be taken apart. Interspersed in his comments were highlights about Truck components, such as their generators having smaller pulleys and a 6 blade fan. Getting the correct belt and pulley was noted as one key to smooth continuing operation of a generator. Finally, the pulleys are a clue to the most important primary function of the generator, to keep the water pump working, the second being the generation of electricity. This was definitely one presentation that had the membership charged up and well informed for the touring season ahead in late Fall or early Spring!

You can date code most early Ford starters and generators with the date code listed in the following table. This code is usually stamped on the generator is near where the wires exit the casing in 1/4" high letters and numbers. The standard format seems to be a stamped Ford script followed by the year code and date code. There may also be rebuilder stamp marks and some are not stamped with codes at all.

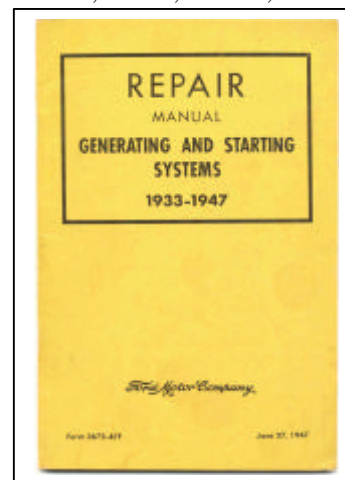
EFV8 Generator and Starter Date Codes

Year Code

1932 M, 1933 N, 1934 O, 1935 P, 1936 Q, 1937 R, 1938 S, 1939 T, 1940 U.

Month Code The number following the letter is the month :

Jan = 1, Feb=2, Mar =3, etc.



This booklet, Form 3672-47T, (one in a series of Repair Manuals) is the “bible” for this subject. It is available on Ebay at times - \$15-25 depending on condition.

MORE HERSHEY EXPERIENCES

Jason Javaras

Couple of interesting stories from Hershey this year. My son Dan and I came upon two interesting things in the White field, both on Friday. First, we saw a customized 1940 Standard coupe for sale that had obviously received lots of TLC. Upon closer examination, it was clear that the car must have a story behind it. After several walk-arounds we spoke to the gentleman who was selling the car. The story he told was extraordinary. The car began with a late model Ford Explorer that had met an untimely death via a rollover, resulting in the vehicle being "totaled" with very low miles on the speedometer.

The gentleman who inherited the remains of the rolled Explorer was a wealthy gentleman who raced horses in Kentucky. He had always loved Fords, and Ford hot rods in particular, so late in life he apparently had the time and money to teach himself the skills required to build custom automobiles.

The car we saw was built in the following way – the entire running gear (engine, drivetrain, wheels, etc. were stock Explorer. The '40 dash had been redesigned to accept the dash cluster from the Explorer. The car had all of the power equipment of the Explorer, right down to cruise control, A/C etc. The engine had been reengineered to fit in the engine compartment of the '40. The fit and finish on the entire car was very professionally done.

Now comes the unbelievable part. The '40 standard coupe was chopped off at the rear of the doors and the entire rear of the car was sculpted to match the rear of a '37 Ford coupe. The roof was fabricated from a '40 sedan and made to match the lines of both of the other donor vehicles. Since the chassis of the Explorer was narrower than the old V-8s the frame rails of the older cars were used instead of the Explorer frame.



I know how most of us V-8ers feel about our old V-8s being used for hot rods, but in this case the gentleman who performed this miracle of metal was a self made man who

sought in his later years to utilize his exhaustive collection of old Ford hardware and make something truly creative out of several parts cars and came up with a design that Edsel Ford would have probably envied. The car was truly amazing. It had all the conveniences of a modern car and all the design of a classic Ford coupe. The car ran as smooth as any modern SUV.

The gentleman who was selling the car was a lifelong friend of the builder and said that his friend had built six cars in the last nine years of his life but had died before riding in this car, his last creation. He was a millionaire and was a Ford man all his life. The attached pictures do not begin to capture the quality of the car's restoration.

MORE HOT RODS

This is Ken Gross' latest addition. Don you know that Ken writes a Hot Rod Column for "Old Car Weekly"?



FOR THE LADIES



Sandra Green and Liz Simons enjoy the antique shops!

Yes, all the ladies enjoyed the Lebkicker tour in October. There were plenty of stops to "refresh" and quaint towns to browse around and poke heads into stores. The most interesting was the *General Store and Feed* in Madison. It is a wonder that the place has not been shut down by the Fire Marshal. You have to slide through the piles of junk piled high - you better not have any allergies to dust! The most interesting and best presented was the civil war store in Orange. Ladies, next time, come join in the fun!

FROM THE EMAIL BAG

Al Edwards

I have broadband satellite and downloaded the November VC into my computer. I did notice a glitch when Acrobat Reader was being loaded so it could process the .pdf file. It is sometimes possible to hang Acrobat Reader up when it is loading - usually it "takes over" the screen right away and loads the target file into itself. I noticed, however, that Acrobat did that but then it disappeared. (?) I waited for a while and it mysteriously reappeared and loaded the VC.

If you begin poking keys while stuff is being downloaded into Acrobat Reader, I've seen it hang up frequently and the only way you can then get out of it is to hit the Cntrl-Alt-Del keys, highlight "Acrobat Reader" and press the "End Task" button. Then you should be able to go back to the website and initiate the download again.

Acrobat is a bit finicky. The best procedure for members to follow is to start the download -- following the exact procedures you have outlined, then go get a cup of coffee (or whatever other refreshment will help smooth one's patience). If you come back and the VC has mysteriously appeared in the Acrobat Window, then, viola! You can go ahead and print it out. Make sure you click on the printer icon within Acrobat, not the icon at the top bar of the window. If not, I have the VC on my computer now and would be happy to email a copy of it to anyone who wants one that way. Then all they have to do is download it and double click on it and it will load itself into Adobe Acrobat and can be printed out. They can also email me at: AlFromVA@aol.com (not my regular email) or call me at 703-759-2604 (home) and I'll try to talk them through any problems they might be having.

ALSO – From *Al Edwards*

I forgot to also thank you for the tip on the Wal-Mart Battery "Everstart Batter Charger". I've seen these types of float chargers for as high as \$60.00 and for \$16.99, I went out and bought one immediately.

It works great. My old 6V battery went toes up because of simple neglect. Car batteries are not chemically engineered to be "deep cycled" like a trolling motor battery. If left uncharged too long, the plates get sulfated, the internal resistance of the battery goes way up, it won't take a charge, and the battery is no longer any good. I've been keeping the new one on the charger a couple times a week as you suggested.

We used to have a way of de-sulfating the plates. It worked sometime IF you could get enough charge on it to "crowbar" the battery. All you did was take a big, old wrench that you weren't too fond of just drop it across the battery terminals. The current surge will sometimes clear the plates and the battery will be lot better when charged, but not perfect. You have to make sure there are no explosive charging gasses hanging around before doing

this. Waving a piece of cardboard over the battery clears it.

The tops of the battery posts don't look to good afterwards but you might just get another year or two out of the old battery. Sometimes it would take two or three cycles of charge, crowbar, charge, crowbar to do the trick.

Bob Wild

NOW THE REST OF THE STORY. Tom Lunpkin advises that the WWII gas rationing sticker in Virginia absolutely went at the top of the windshiled behind the rear view mirror . Tom says the Virginia State inspection sticker went in the lower right on the passenger side of the windshield so the gas rationing sticker could not go there

Steve Pieper

I have a home work assignment for you. Remember that E-bay dealer invoice for a '40 pick up you brought to my attention? I won it and wonder if you (with your extensive library) could investigate some information it has printed on it. It has a typed print saying "85-PICKUP CC BLACK 48 AC OF" on it. We can assume the 85 means 85 horse power and Black, of course, is the color. Below the aforementioned wording, they break out '48 AC' with a price of \$2.03 and then 'OF' with a price of \$3.48. I assume that these are options but have no clue as to what they are. Can you shed any light? There is a distribution and delivery fee, tire tax, gas-oil-antifreeze, and sales promotion fees. Total dealer cost of \$491.10. As a side note there is a stamp signifying a COD of \$49.10 due (I guess Henry wanted 10% up front). The invoice and shipping date was 5/24/40 but the balance due (\$442.00), wasn't paid until 8/10/40. I wonder if Ford Motor Credit (if there was such a thing back then) gave it's dealers three months of free credit? ...I would doubt it.

ANSWER FROM '40 LITERATURE COLLECTOR

Jim Edison

You can pass this info on to your friend with the '40 PU invoice. I have several '40 WHOLESALÉ invoices from Ford to Dealers and/or Ford Branches, which accounts for the LOW prices listed for the vehicles. I, too, have wondered about the "Code Marks" and their charge amounts, but have no answers on this subject. I know that Ford charged extra for antifreeze and even oil sometimes and I wonder if they billed the dealer for putting the acid in the battery and bringing it up to full charge. Your guess is as good as mine. Most of my invoices came from the Louisville, KY assembly plant. I recently found an invoice for a special order '40 DeLuxe Tudor for a Sheriff with a 95 HP Engine!! Yes, UCC was in business way before '40 since I have the original bill of sale for my Dad's brand new '34 Tudor, which he financed thru UCC. I believe that term used by UCC in advancing credit to Ford dealers in those days was called "floor planning". We must remember that in '40 the US was still in a depression and it may have not recovered had it not been for the economic impact of WW II. Many Ford dealerships were in serious financial trouble and faced with possible bankruptcy. Hope this helps.

BACK PAGE PICTURE

In last month's VC, Tom Lumpkin was inadvertently left out of the listing of member's cars at Rockville's 100th Ford Anniversary. His beautiful, original '38 was featured for the year and rightly so as it is a stunning example of Henry's finest.



Chuck Kimzey

1313 Ingleside Ave, McLean, Va 22101.
(703) 790-5895. Kimzey@mail2chuck.com
1946 6 cyl tudor

ELECTRONIC VC

Twenty-one members have elected to download the color edition of the VC. Not only does this save \$\$ on postage, it saves labor on the part of Bill Simons' staff in preparation and mailing. I noticed that there is a lack of resolution in the black and white mailed version – especially the beautiful picture on the back page. On the download edition the copy is clear and sharp in beautiful color and the copy can be enlarged for viewing. Access the club web site and download for more enjoyment and faster receipt. *Editor*

FLASH

President **Steve Pieper** is serving a second term and has convinced the present Board members to join him also. All have agreed to stay in their present positions

FOR SALE/WANT

This section has to be omitted in the electronic version since the web site is sponsored by *Hemmings* and they do not want any competition! The For Sale will be transmitted by Email.



IT S DUES TIME ONCE AGAIN

PLEASE SUBMIT \$15 MADE OUT TO
Northern Virginia Regional Group and mail to

Jim McDaniel, 7112 Ayers Meadow Lane, Springfield, VA 22150

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

NAMES (INCLUDING SPOUSE) _____

Fill in parts that have been changesd

ADDRESS: _____

CITY/STATE.ZIP _____

TELEPHONE _____ EMAIL ADDRESS _____

CARS OWNED _____

If you do not want to cut this out, use any note paper with info.



January

- 12 General Membership Meeting. Program: “Making new Wright Brother’s flyers propellers” Larry Parks of the Wright Experience Refreshments: Dave Gunnarson
- 25 Garage tour TBA
- 27 NVRG Board of Directors meeting 7:30

February

- 10 General Membership meeting. Program: “More Sand in my Carburetor” Charlie Morrison. Refreshments: Ken Burns
- 24 NVRG Board of Directors meeting

MARCH

- 9 General Membership Meeting. Program: Paint Systems Refreshments: Hank Dubois
- 30 NVRG Board of Directors
- 27 & 28 Frederick Flea Market (Sugar Loaf AACA Parts Meet)

APRIL

- 13 General Membership Meeting Program: Lock and Keys – Jim Crawford Refreshments: Butch Myrick



*This was the first horizontal cover of the V8 Times. Pictured is the Editor's woodie, when it was black ,in 1982. The occasion is the NVRG Xmas party at our house. **Season's Greetings***



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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

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Programs: **Dave Gunnarson** 703-425-7708
Property: **Eric Sumner** 703-709-4164
Activities **Dave Westrate** 703-620-9597
Historian : **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
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**



FIRST CLASS MAIL

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