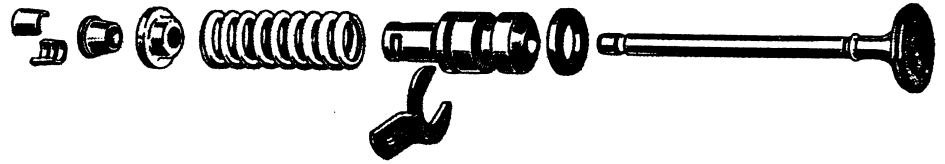




# VALVE CLATTER



## THE EARLY FORD V-8 CLUB OF AMERICA

### Regional Group 96

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

Volume XXVII, No. 3

March 2004

Cliff Green, Editor; John Girman, Asst. Ed.

RECIPIENT OF THE 2003 GOLDEN QUILL AWARD FROM OLD CARS WEEKLY

### WINTER!

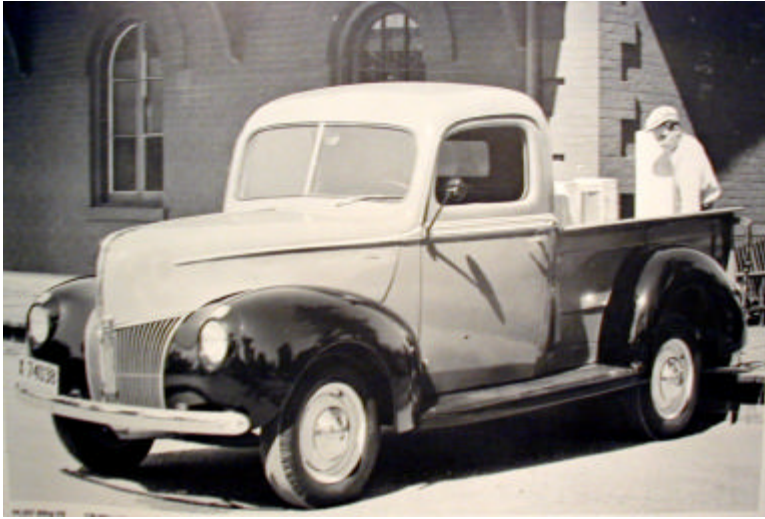


144,333 examples of this 1939 deluxe Tudor sedan were assembled making it the highest production run. It must have been driven out for display from the dealer show room – but how many customers on a day like this would the car attract?

This is the first year that the entire hood assembly opened allowing easy access to that perky V8. The '37 and '38's had side panels with louvers that had to be removed for full exposure. Note that this car sports a voltage regulator – square box that was only used for this year (and some early '40's as leftovers). This is the first year for hydraulic brakes and the last year for bulb headlights.

This was also the last year for windshield wipers mounted on the roof. Note the radiator cap –it has 91A stamped on one of the ears, important for concourse judging. We do not see any accessories on this car, so we can assume that it has been recently delivered.

Note the neon V8 sign in the show room window. Close examination inside the show room you can see a large poster display hanging on the wall. Very collectable now. There is a JOY gas station on the corner behind the Chevy. Does this give a clue to what area of the country this picture was taken?



## UP FRONT WITH THE PRESIDENT

March 2004

Just as I was leaving to go to the last Board of Director's meeting, the phone rang and a gentleman with a heavy accent said "Hello Steve, I'm in town." It took a couple of seconds but then I realized that Jan Rayden, from Stockholm, was calling. Many who went to the Dearborn Grand National this year remember that Sweden had quite a contingent present and Jan was their past EFV-8's club president. Jan came to the States with a mission. He had a long list of parts needed for himself and fellow V-8ers. After accepting an invitation to attend the board meeting, we went to Ken Burn's to check out the progress on his woody and Jan was able to purchase a few items which were on his shopping list. Jan stayed at my home that night and we wasted no time getting back into the V8 mode by paying a visit to Hank and Cindy Dubois' in the morning, resulting in another few items crossed off the list. From there, we traveled to my shop since he had a keen interest in pick ups. Bob Burk's in Catlet was the next stop where Jan hit paydirt, purchasing an extensive amount of items on his "want' list. That night when we parted company, Jan started out on a pre-planned excursion to visit fellow V-8ers in Virginia, Maryland, Pennsylvania and NC before heading back to Sweden. It was fun to have him here.

Thanks goes once again to John Girman, this month's stand-in VC editor. You should receive the latest membership roster with this issue pending any last minute glitches. If not, expect it next month. For those who receive their issue via e-mail, you too will, of course, get a copy. However, in order to accommodate the request of not having any names listed on the internet, director Ken Burns will not post the roster on our web version. By the way, we added two more members to the roster.... Welcome Greg Mensinger and David Schober.

Charlie Morrison did double duty this past month by not only giving a super program at our last membership meeting but out did himself by being the club's tour guide at the new Air and Space Museum. We must have set an attendance record with over 45 of us present. Thanks for being such a great member, Charlie!

Al Edwards donated a neat gift to the 50/50 drawing last meeting ... a very nice 1937 cabriolet model. That was sure a nice gesture, Al. On the topic of meetings, remember we are back at our regular location (the Hunter House) on March 9th. We will be returning to the Clark House on June 8th due to scheduling conflicts at the Hunter House.

Upcoming items...March 27th we will leave at 8:00am from Fair Lake's Mall to car pool to the Frederick Flea Market. April 10th we leave Fair Lakes' at 9:00am for our annual Poker Run courtesy of Don Lombard and Ken Burns. It was loads of fun last year with a great turn out including several spouses.

See you there, Steve

## More Sand in My Carburetor

by Tom Shaw

What's worse than more sand in your carburetor-----try a scorpion in your boot? Charlie Morrison regaled us with his experiences and escapades as a cartographer with the US Geological Survey performing mapping duties in the deserts of Saudi Arabia and Yemen. By the way, the co-worker who was bitten by the scorpion had to be flown back to the United States for medical treatment.



Charlie's saga occurred circa 1967. His slide show depicted the hardships of living in the hottest of desert conditions. Picture Charlie standing in the scorching hot sun in kaki shorts, no shirt, a pipe clenched in his teeth, a full head of curly brown hair and as tan as a babe on "Bay Watch". He is looking as handsome as the actor Lawrence Olivier in "Lawrence of Arabia" without the native garb of course. Standing next to Charlie is a native Arab worker dressed in a heavy coat, hat and boots. This is a native, mind you, who has lived in the desert all his life. What does he know about surviving the heat that Charlie doesn't know?

Charlie never fails to entertain. He told stories about punishment Arab style. Apparently it is true that a thief does have their hand cut off, at least in years past. Cheating wives are sometimes buried up to their neck and stoned to death. By the way what happens to the guy? Maybe his punishment was similar to the thief's and Charlie couldn't talk about it.

Several of the many incidents detailed to his rapt audience involved the accidental torching of one of only two helicopters existing in the entire country of Saudi Arabia. Apparently a worker forgot he had a cigarette in his mouth while fueling the aircraft. We also saw slides of a desert sand storm that penetrated the aluminum trailers the workers were housed in. According to Charlie, even after taping the cracks around the windows, the fine dust still found its way into the trailers completely obliterating each other from sight.

Charlie, Charlie, Charlie, ----- how do you continue to be such an interesting lecturer? Your storytelling is a gift few possess. Thanks for sharing your slides and personal anecdotes with us all.

## An "Instant" Garage

by John Girman

I'd run out of garage space long ago, but it still sounded strange when I told my boss that I wasn't coming to work because I was having a garage delivered. I had ordered a 14 by 22 ft. garage from a Mennonite builder in Gap, PA, with a 9-ft. roll-up front door, a 6-ft barn door on the back, two shuttered, sliding windows with screens and a ridge vent. It has five 4 by 4 skids its entire length and a plywood floor. It was trucked completely built the four hours to my house. Twice ice storms had delayed delivery. This time it would be delivered. A neighbor had ordered an even larger garage previously and, because I liked it, I ordered mine.



I had prepared a 4 by 4 timber frame one ft. larger than the garage and packed it with ¾ in. gravel for drainage. It's quite a sight to see a garage backing up your driveway ready to go. It took only a half hour to position the garage, and load the advance vehicle with the warning sign onto the trailer for the return trip. Hank Dubois assisted in aligning the garage. Eric, Eli and Nate Sumner missed the delivery but arrived in time to give the garage a final inspection.



The delivered garage, including permits for the oversize load, cost less than \$5000. Have I got it filled up already? Not yet, but I'm working on it!



## From the Rear View Mirror

(The Inside Story of the Antique Cars and Parts Business)

**Jim Phillips**

*Reviewed by Jerry Lunt*

This fast-moving 216-pager is a fun read for the invertebrate parts scrounger like myself and can be completed in one sitting by the true fanatic (also like myself). Its title gives no clue to the fact that the object of the author's affection are early Ford V-8's only, but the skills and instincts he employs in his quest apply to all marques. The subtitle implies that this search was also for the cars themselves, but, with few exceptions, this was not the case. Thirty-nine chapters are a bit many for such a short work, but do give the illusion that you're speed-reading.

At the very beginning of our hobby the best source of NOS parts was the closed-down dealership. Mr. Phillips got in on the ground floor here, but due to the passing of time, I fear that his successes are not to be replicated. Some of the anecdotes are hilarious, especially those about the ruses he learned to employ in dealing with the "Junk Yard Dog" mentality.

Could I have only been with him on those scrounging road trips in the Southwest, deep South and West Coast! A-plus!



## FAMOUS FORD WOODIES

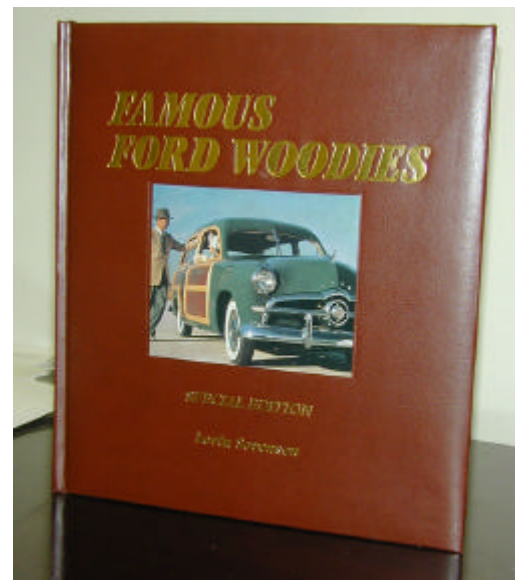
**Lorin Sorensen**

*Reviewed by Ken Burns*

*Famous Ford Woodies*, by noted Ford historian Lorin Sorensen, is the ultimate book for the Ford Woodie enthusiast. Many of you are already familiar with some of Sorensen's previous Ford literary endeavors and know that he always makes liberal use of the Ford Archives to both document and illustrate his work. This volume of his "Famous Ford" series is no exception. The book covers Ford Woodie production from the introduction of the Murray-bodied Model A Station Wagon in 1929 until the Iron Mountain Woodie production shut down on December 5,

1951. The short epilogue covers the 1952-3 "shelf-paper" Woodies that still used maple trim around the wood-grained panel transfers. There are several pictures of the original Model A Woodie prototype that Edsel used on his Skylands summer home in Seal Harbor, Maine and of the second prototype that went to Ford's Iron Mountain production chief, C. W. Avery. By way of introduction the author starts with Ford's acquisition of 313,000 acres of prime, first growth timber on Michigan's Upper Peninsula in the early 1920s that would allow for mass production of wood parts for Ford cars at Iron Mountain just as iron/steel parts were mass produced in Detroit.

The two major sections of the book cover the Murray-bodied Woodies built between 1929 and 1939 and the Iron Mountain-bodied Woodies built from 1940-1951. The level of detail that the factory photos reveal is absolutely astounding. There are clear shots showing that the interior of the bodies were sprayed with varnish *after* the various brackets were installed. How many of us removed the brackets to repaint them, re-varnished the interior and then re-installed the brackets? I'd be willing to bet that based on the new info now available in this book that there are few, if any, 1,000 point Woodie restorations out there right now. Other details are just as fascinating for the Woodie nut: the inner fender wells were attached to the body after the wood had been installed; door hinges and blind nuts on the outside had varnish sprayed on them; etc. The book also clears up several questions that have vexed Ford Woodie owners for years: what do those crudely stamped numbers on the firewall mean, why is it so hard to know whether your 1950 Woodie should have a metal or wood tailgate, what was produced at Iron Mountain during WW II, etc. The information covering the 1941 Woodie is superb and shows not only civilian models but those converted or modified for military use including the Canadian built model complete with sun roof (actually an observation port), map table, wide sand tires, cut out fender openings, channel iron bumpers and olive drab paint.



If you're into Ford Woodies, this is a must have book.

## The Old Gas Station



The service station trade was slow.  
The owner sat around,  
With sharpened knife and cedar stick.  
Piled shavings on the ground.

No modern facilities had they,  
The log across the rill  
Led to a shack, marked His and Hers  
That sat against the hill.

"Where is the ladies restroom, sir?"  
The owner leaning back,  
Said not a word but whittled on,  
And nodded toward the shack.



With quickened step she entered there  
But only stayed a minute,  
Until she screamed, just like a snake  
Or spider might be in it.

With startled look and beet red face  
She bounded through the door,  
And headed quickly for the car.  
Just like three gals before.

She missed the foot log -- jumped the stream  
The owner gave a shout,  
As her silk stockings, down at her knees  
Caught on a sassafras sprout.

She tripped and fell -- got up,  
and then in obvious disgust,

Ran to the car, stepped on the gas,  
And faded in the dust.

Of course we all desired to know  
What made the gals all do  
The things they did, and then we found  
The whittling owner knew.

A speaking system he'd devised  
To make the thing complete,  
He tied a speaker on the wall  
Beneath the toilet seat.

He'd wait until the gals got set  
And then the devilish guy,  
Would stop his whittling long enough,  
To speak into the mike

And as she sat, a voice below  
Struck terror, fright and fear  
"Will you please use the other hole,  
We're painting under here"

### FOR THE LADIES

#### UNIVERSAL CREDIT COMPANY

This 1935 pamphlet typifies the direction that Ford Motor Company was going in order to entice women to buy their cars. Women were being recognized as an important factor in a car purchase.



Edsel Ford founded the Universal Credit Co. in 1928 after GM was having success with its GMAC installment payment plan. It was widely accepted by the dealers, as prior to that you opened a savings account with the dealer and after you had the purchase price in the account you got the car!

According to "Edsel" by Henry Dominguez " The Justice department brought action against the big three auto companies that through their separate finance companies were trying to monopolize the financing of automobile sales. A Federal Grand Jury returned an indictment." The government agreed to settle if the companies signed a consent decree. Henry Ford wanted to "fight" until he heard that GM and Chrysler wanted him to do just that for them.

Well, Henry signed the decree and wanted to get rid of the UCC, so he sold it for cash in 1933. Big mistake. It was still an authorized Ford financial plan and made money.

## WHEN IN DOUBT, KEEP GOING

Part 2 (from "V8 Times" Vol. 2 No. 7, July-August 1965)  
by Bill Aldrich Submitted by Jim Roebuck

In 194,000 miles in a 1948 Ford sedan, it has stopped five times on the highway. Twice it was vapor lock (put half a grapefruit on the fuel pump and 1 gallon of diesel oil in the gasoline tank), twice it was the same broken coil bracket (the wire coat hanger used for repair kept slipping), the fifth time was sort of mysterious (the car started before we had time to do much fumbling around).

There have been several other, shall we say, occurrences of the "keep going" type. The right-hand water pump pulley once fell off in the Badlands of South Dakota. The pump had been alternately leaking oil and water since Elko, Nevada and giving out assorted shrieks and groans from Wisconsin on. We drove 44 miles to Wasta, South Dakota, where we peeled a pump from a 1942 that was used for antelope hunting.

On another trip east, the generator armature burned out at Sinclair, Wyoming. Two hundred seventy-five miles and four hours later, we stopped for the night in Sidney, Nebraska - the biggest problem being the \$19.00 for another generator.

A third and rather more nerve-wracking time was on a very hot day in the desert. The wind was from behind us and the radiator was sort of stopped up. Between Lovelock and Winnemucca, we used four quarts of oil and a radiator full of water. After refilling, the car made it to Yellowstone and back OK. The rather disquieting note was sounded by a Cadillac owner in a gas station who announced that he "hadn't noticed it was hot. Air conditioning, you know." Oh, great!

Then there was the "inopportune moment" happening. We were married in Carson City on a Saturday. Late Sunday afternoon, we were trying to make Las Vegas before dark, after wasting a lot of time. We were doing between 70 and 75 when suddenly it sounded as if the engine had bounced up and hit the hood. What had really happened was that a loose spark plug had blown out. It was a while before things calmed down.

My 1935 Ford Coupe has gone 234,000 miles. At about 125,000 miles, the front spring broke - no doubt it was defective. We drove home 50 miles - slowly - bumpily - and at a rather odd angle. Another time the bolt that holds the universal joint to the main shaft stripped. Things were pretty good, except when you used second gear. Then the gears tended to collect in the front of the transmission case. So we avoided second gear for a while. The left rear axle broke at 160,000 miles. No doubt it, too, was defective. The car came home on a 1936 1 1/2-ton Ford wrecker, so it wasn't too bad.

The 1939 Lincoln Zephyr? Well, it was a case all its own - sort of like having a chronic disease combined with a hobby. Something always ailed it. In spite of three ring jobs and an engine change, it left a trail like a steam thrasher burning wet cobs. It would do over 80 mph in Columbia 2nd, but you could not see the road behind you for the blue smoke. On the way home from Yosemite one year, it broke twelve valve springs.

As for ruggedness and sheer persistence in breaking things, there is my 1932 Ford pickup. South City Lumber and Supply used the thing for 26 years before we got it, or, if you'd rather, it got us. It has been driven for various lengths of time with 2 1/2 teeth out of the ring and pinion, 22 pieces of teeth out of the transmission, 6 tubes hacked out of the radiator (when the pulley came off the generator), and the entire top off the No. 1 piston. This latter happened on the freeway during rush hour. Suddenly it sounded as if we had switched to gravel crushing.

Anyhow! Keep your eyes peeled for places to pull off the road. But don't stop if you can avoid it. This last piece of advice is particularly helpful when the engine quits just as you are starting down into an overpass.

**A Great Truck**  
**MADE EVEN Greater**

*Remember Don't forget Extra Sales we can get with that New Ford V-8 Truck with All Wheel Drive*

**AN IDEAL ALL-WHEEL-DRIVE**

**OPENING NEW AND WIDER SALES POSSIBILITIES FOR EVERY DEALER HANDLING FORD TRUCKS**

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*All-Wheel-Drive* **FORD V-8**

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## Visit to America's Hanger

by Jim LaBaugh

Nearly 50 Ford V8 enthusiasts, spouses, friends, and family members were given a memorable tour of the new Steven F. Udvar-Hazy Center near Dulles airport by our very own Charlie Morrison. Charlie, who is a Docent at this newest addition to the Smithsonian



National Air and Space Museum, began the tour by directing us up the ramp to the lobby overlook. On the way we passed the Pitt Special Little Stinker suspended overhead – the plane in which Betty Skelton won the 1949 and 1950 International Aerobatic Championships – and served as an appetizer for the wonders ahead.

The view from the lobby overlook revealed a huge hanger that contains 80 of the 300 aircraft and spacecraft planned for exhibit. The initial view, framed by a P-40 and Vought Corsair in flight at eye level, stretched below to the aviation hanger floor and the SR-71 Blackbird, fastest aircraft ever (Mach 3.3, L.A. to New York, one hour, 4 minutes, 20 seconds), and the Enterprise shuttle in the Space hanger beyond. To the left and right, the aviation hanger was a kaleidoscope of wings on the floor and the air. Of course, Charlie matched this kaleidoscope of wings with his colorful and informative discussion of all of the aircraft on the 2-hour tour, with a few tidbits thrown in by the pilots in the Ford V8 crowd.



A few of the types of planes in the museum have connections to club members. Our very own S.L. Ross flew a P-38 Lightning, one of the preserved planes (think Rouge class) on the tour stops. Our Charlie Morrison was a regular rider of the type of helicopter on view at another stop. The UH-1 (Huey) helicopter in the museum had been in combat and therefore was a different configuration than the "flying pickup truck" version of this Helo carrying Charlie in Antarctica. Charlie's stories about each craft when we stopped delighted one and all, including: the original fabric-covered WWI French dual-engine Caudron, the Hawker Hurricane, P-38 Lightning, the Aichi M6A1 submarine-carried and launched Serian

Float plane, B-29 Superfortress Enola Gay, Junkers Trimotor, Boeing 307 Stratoliner, Boeing 707 "Dash 80", the Concorde, Federal Express Dessault-Falcon-20, Aerobatic and Speed-record planes, the Blackbird, Migs, Sabre-jets, etc. to the Enterprise. After giving Charlie a well-deserved round of applause at the end of the formal tour everyone spent the next hour and a half roaming the three levels of the museum, marveling at all the aircraft, including many gliders, engines, and displays of artifacts. Then nearly 40 members and guests concluded the festivities at Champ's Restaurant in Fair Oaks, with conversation about the wonders of the museum and the Ford V8 touring season ahead.



## BACK PAGE PHOTO

Here we have an assembly line in 1935. The worker in the dapper hat is working on a truck engine evident by the straight gearshift lever – the passenger is curved. Also the head is cast while the passenger engine beside it has aluminum heads. Did you know these men were allowed only 20 minutes for lunch? A food wagon was brought close to the line for employees to purchase.



### **Duane Ableiter (JoAnn)**

1529 Royal Way, Montross, VA. 22520  
804-472-3275  
'48 Ford Convert.

### **David Schober (Donna)**

10919 Green Valley Rd., Union Bridge, MD 21791  
410-775-1656  
'41 1 ½ Ton

## EMAIL BAG

### *Oz LaMonds*

A couple of things. First, if you can advise the person who sends out the newsletter to send it to my E-mail, I'd appreciate it and that is a 37 cent savings for the club. Also I need help getting my '36 Phaeton running. It needs the wiring done properly and probably a coil. I'm not sure. Long story short. I'm looking for someone who can get it "turn key" and have the ability to participate in some of the fun things that the club does. If anyone in the club knows of someone reasonable who can take on the job, I'll either bring it to their place or they can do it at my home in Manassas.

The last item is my apology for not coming to the meetings. I work at National Airport and ride the train home. By the time I drive home and back to the meeting, it's too late. Last year, I made it a point to help my old friend, Jim Wells, get to the meeting, which required that I drive to work and stay over the two hours prior to the meetings. I not only enjoyed them but I also enjoyed Jim's company.

My only pleasure can now be if I can get the car on the road to enjoy it with you guys on the weekends. Have fun.

(Editors Note: this makes five more members this month, who are receiving their Valve Clatter by email.)

---

**Please send any additions or corrections to the  
NVRG Roster to Jim McDaniel**

## **First Swap Meet of 2004**

AACA Sugarloaf Mountain Region  
Frederick MD Fairgrounds

**Saturday, March 27**

**Meet at Fair Oaks Mall @ 8:00 am**

where we will organize into carpools  
and depart for Frederick.

Call Hank Dubois @ 703-476-6919  
if you need further information.

## CAR SHOW UPDATE

*Dave Westrate*

**Dust Them Off and Check Your Oil!** Work continues on the Car Show set for May 15, 2004. A major planning session is scheduled within the week. As soon as that is done, we will be able to get the new artwork accomplished and print our flyers and order dash plaques. Application has been made for our insurance coverage.

In the meantime, our mailing list is being updated. Our directional signage will have to be reviewed as well, because of the new location. Hopefully, we can repeat the great trophy presentations we had last year.+

Stay tuned, and please consider how you can help advance the cause.

## **Spring Poker Run**

Get them running and try your luck at the annual  
Spring Poker Run.

**Saturday, April 10**

**Depart Fair Oaks Mall at 9:00 am**

Contact Ken Burns, 703-978-5939, or  
Don Lombard, 703-690-7971  
if you need further information.





# V8 CALENDAR NVRG



## MARCH

- 9 General Membership Meeting.  
All about car painting systems,  
Bill Beardmore  
Refreshments: Hank Dubois
- 30 NVRG Board of Directors
- 27 **Frederick Flea Market (Sugar Loaf  
AACAA annual indoor ) van pool**

## APRIL

- 1-3 Charlotte Auto Fair at Lowes Motor  
Speedway
- 10 **Poker Run**
- 13 General Membership Meeting  
Program: Locks & Keys,  
Jim Crawford  
Refreshments: Butch Myrick
- 22-24 Spring Carlisle
- 27 NVRG Board of Directors

## MAY

- 1 **Willowcroft winery tour and picnic**
- 8 Winchester
- 11 General Membership Meeting:  
Program: Flathead Hot Rod History,  
Ken Gross et al.  
Refreshments –Leo Cummings
- 15 **NVRG ANNUAL CAR SHOW**
- 25 NVRG Board of Directors

## JUNE

- 5 & 6 VA Wine Festival
- 8 General Membership Meeting  
Program: Members Show & Tell  
Refreshments: Mike Mote
- 20 Sulley Car Show
- 29 NVRG Board of Directors



**COME TO THE MARCH  
MEETING AND LEARN ALL  
ABOUT THE NEW PAINT  
SYSTEMS – SAFETY, WHY  
MATERIALS COST SO MUCH,  
TECHNIQUES AND MORE!**

Bill Beardmore, from Deal, MD  
will give the talk –  
Don't miss this one!!



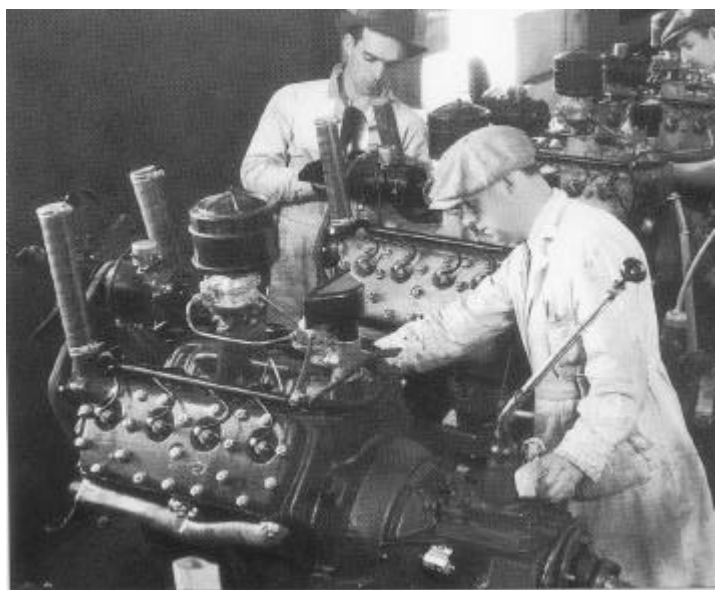
**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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Past President: <b>Hank Dubois</b>	703-476-6919	Web master: <b>kenb@headstartinfo.org</b>	

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**