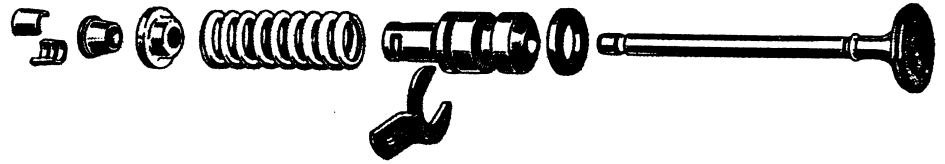




# VALVE CLATTER



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

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

Volume XXVII, No. 7

July 2004

Cliff Green & John Girman Editor

RECIPIENT OF THE 2003 GOLDEN QUILL AWARD FROM OLD CARS WEEKLY

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003

### 26 MEMBER CARS SHOW AT EASTERN NATIONAL V8 MEET *Editor*

On concourse day there were 220 cars on the field, the largest collection of any Eastern National Meet. 25 of those vehicles belonged to members. All took home an award of some sort.

The host club, National Capital Regional Group, reported that they had 275 registrations for the meet, They came from 28 state, Canada and England. From all observations and comments the NCR did a terrific job in running the meet. More than a year of planning paid off. BTY, that group has hosted three Eastern Meets to our one – our time is due.

The meet officially opened at noon on Wednesday, June 16, but the flea market was up in running much earlier. I was able to purchase the last missing piece for my '40 woodie that has alluded me for 25 years – a NOS covered rear spring! That will eliminate a two-point deduction. By Thursday the vendor spaces were filled with nothing but Ford stuff. An afternoon downpour closed the flea market.

The concourse was held on Friday morning with pleasant temperatures and tolerable humidity. The judging went quickly on the hot asphalt. I was judging Rouge cars of which there were 20 specimens. Some were amazing originals like a '39 Ford Convert and a '40 Ford woodie with the original roof!

Perhaps the most interesting and rarest examples were the two cars trailered from Los Angeles by Nick Alexander. A perfectly restored '46 Mercury Sportsman and a '42 Mercury Station Wagon.! It was unusually that only one heavy commercial was shown – a '35 short wheel base dump truck.

Our President was awarded 1000 points for the second time by a different set of judges after missing the Grand National last year because of an accident which damaged the '40 pickup. Bob Helms and Jim Roebuck received their first Dearborn. Congratulations!



NVRG at Frederick

Over 400 V8'ers attended the banquet on Saturday night. The award presentation went as quickly as any that I have witnessed. Images of the cars were shown in sequence with the announcements – a very nice touch.

Award winners listed on page 5

A big **WELL DONE** to the NCR!

# UP FRONT WITH THE PRESIDENT

## July 2004



The club is about to experience a real treat! Dave Gunnarson has volunteered to put his culinary talents to work at the annual picnic (being held on the 13th). Ribs, pulled pork, BBQ chicken and smoked sausage links are some of the items on Dave's menu. Remember to bring your own drinks and a desert (with some extra to share). Be at Nottoway Park's sheltered picnic area by 6:00 on Tuesday, July 13th, rain or shine. If you haven't already, please let me know by phone or e-mail how many people are going to be in your party. Last year we had record breaking attendance and with all the new members that have recently joined, I'm sure we will beat that mark. There will be a coffee can at the picnic for placing donations earmarked to go to the Early Ford V-8 Foundation. The plan is to get enough funds in order to "buy a brick" with the club's name on it. It takes \$125 to reach that goal so please consider putting a few bucks into the pot.

We recently had a very productive board meeting at which new activities, tours and programs were discussed... be sure to study the events calendar in this issue for all that is planned. We have added a rain date to the movie drive-in tour that was recently rescheduled due to what else... rain! Details of a new adventure are also in this issue. Everyone who has gone to the Reston (Herndon) Silver Diner Drive-In has had great things to say about the experience, especially since they provide a free meal if you drive an old car. So Regional Group 96 is planning a "cruise in" there on July 24th. Plan on arriving at 6:00pm so that we can be parked together.

The club had good representation at the recent Nationals in Frederick. The whole story is written up on another page. I had a particularly good time since my dad came along to share some time together and help with the '40 pick up. Some may recall that my car was involved in a trailer accident on the way to Dearborn last year, so when it made it back to the garage from Frederick without a scratch, I breathed a sign of relief! Wife Wendy says "Enough of this show stuff...it's time to put it on the road". Yes, dear!

Wendy and I look forward to seeing you at the picnic...especially if you are a new member. Be involved, you'll like it!

Steve

## MERCURY IN THE 1940 S PART III

### Jim Roebuck

The new 1949 Lincolns and Mercurys were designer “Bob” Gregorie’s swan song in the Ford Motor Company. Without support from Edsel Ford, Bob was an early postwar casualty of the “new” Ford Motor Company’s office politics. But he finished with a bang: the all new Mercurys and Lincolns - as well as the Fords, which were designed by the new design team that Ernest R. “Ernie” Breech brought in after he was hired from the Bendix Corp. - were completely new, very modern, and wildly popular. The Mercurys were longer, lower, and wider, even though they continued with the same 118” wheelbase. They looked more like a small Lincoln than a big Ford. Gone were the huge “pontoon” fenders. And they sold like hotcakes.

There were no new body styles in the new-for-1949 Mercury lineup even then - just re-named body styles carried over from '48. The Sedan-Coupe became the Sport Coupe; the Town Sedan became the Sport Sedan. And the fine new Convertible and Station Wagon were continued.

Production of 1949 Mercurys didn’t just break the old 1941 record; they *smashed* it. They debuted very early, an indication of how much the Ford Motor Company wanted to introduce these new models. In a 19-month model year, from May 1948 through November 1949, Ford produced a whopping 301,319 Mercurys.

Comparing that total, however, to the short 1948 model year production is very misleading. I calculated a monthly production total, and then an “annualized” total, to get a better idea of the “real” difference between 1948 and 1949 production. Monthly totals: 1948, six months (liberally), about 8,378 units per month, 100,536 “annualized;” 1949, 19 months, about 15,859 units a month, or 190,307 “annualized” production. Almost a 90% increase. Not quite so impressive as a sixfold increase, but mighty impressive nonetheless.

(These figures do not account for factory shutdown due to re-tooling. This may have happened in March of 1948, and perhaps lasted a month, or even more, which might cut that 1948-9 difference down still further. But even so...!)

Henry Ford II had to bet the whole company on the new 1949 Fords, Lincolns, and Mercurys. And he won! Thank goodness.

Total production of the new 1949 4-door Sport Sedans totaled 155,882. My father was one of those 155,882 who bought a new 1949 Mercury Sport Sedan. He traded in his 1946 Dodge Coupe for the “step up.” But that, as they say, is another story...

The ten rarest Mercury models during the “flathead V8” era, from 1939-53:

10. 1952 Station Wagon ... 2,487
9. 1941 Station Wagon ... 2,291
8. 1941 Coupe with Auxiliary Seats (“Opera Coupe”) .1,954
7. 1948 Station Wagon ... 1,889
6. 1950 Station Wagon ... 1,746
5. 1940 4-door Convertible Sedan ... 1,083
4. 1942 Convertible Coupe ... 969
3. 1942 Station Wagon ... 857
2. 1942 3-Passenger Coupe ... 800
1. 1946 Sportsman Convertible Coupe ... 205

Just missing the cut: the 1946 Station Wagon, with 2,797 produced.

[One could, I suppose, count the 1947 Sedan (Tudor) as the rarest of all, at 34 produced, but those were just re-badged '46s so I ignored them.]

(Part IV next month)



*Nick Alexander from LA and his '46 Merc Sportsman and '42 Merc station wagon at the Eastern National.*

### TECH TIP

Jerry Hill admired my NOS Ford script black fan belt on my woody and casually mentioned that I should not be touring with a 65-year-old fan belt. We both agreed that the reproduction belts with the white script are incorrect – not only are they not thick enough to full up the pulley, but the script is wrong. Jerry has searched many sources and has found that CarQuest belt # B51 is the one to use. The belt is made by gates rubber and is wedge shaped and wide to full up the pulleys. This is important, as it requires less tension and thus less strain on the equipment.

Looking at factory photos of engines for all prewar year cars, the fan belts are a light color – relative to the radiator hoses, definitely not black. To be correct the belts should be dyed a light brown. Roy Nacewicz sells a coloring agent for this.

## SHOW AND TELL

By Tom Shaw

To many of us who have attended other “show and Tell” programs we always look forward to what might be the newest gadget or mystery part that needs to be identified. Each show and tell program seems to get better and better.

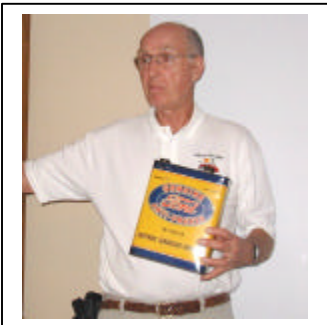
We started out in a somewhat cranky mood not having been served our usual treat of sodas and cookies, but oh well, we somehow survived the sugar dull drums. Butch Myrick started things off by offering several Ford Times magazines which were of the 1952 era. They were grabbed up eagerly.



Ken Gross showed several of his super special manifolds, one of which had a SCTA timing tag permanently attached to it by the former owner Betsy Winfield. This was from the John Busby’s collection. His discussion and knowledge about the history of timing tags and other related items was greatly received.

Jim Nice showed us an original voltage regulator removed from his 1951 Victoria. He also displayed a fairly rare NOS neutral safety switch that allows the car to only be started in neutral. We also got a look at a key part used to activate back up lights Jim found at Carlisle for \$92.00.

John Girman bought a Ford travel trouble light on e-bay and was also the proud owner of an Ignition Analyzer by Heath Kit. I believe John said a neighbor gave him the Analyzer. This piece of technology analyzes spark plugs, wiring, condensers points and dwell.



many Ford owners.

Cliff Green brought an array of original Ford containers he purchased on E-bay and various flea markets. Among the many shown were an anti freeze can in like new condition, Lincoln wax cans, pre and post war original quick reference chart depicting the numerous Ford containers recommended for use by the

Hank Dubois found use of a paint can opener as a retrieval device. We also got to examine a very rare 1942 cast iron distributor owned by Hank. He also showed his inventiveness by displaying a tail light bracket he made that fits onto the spare tire of his 1935 “rod” and is bolted down over three of the tire studs. This bracket eliminates the need to attach the device permanently to the car. Thus avoiding the unspeakable necessity of drilling holes into the car.



Jim McDaniel had a sun visor he gave away to the first person to raise his hand. It was in excellent condition but no one knew what car it fit. He also had a unique aircraft side window (?) to an early plane, perhaps a B-17. Dave Gunnarson took it home.

We always wondered how the license plate restorers got the paint on the numbers so straight. Well, Bill Simons showed us one way. You paint the entire plate the number color first, lets just say white. Then you paint the entire plate the background color, let’s say black. You put rubbing compound on a cloth and gently rub the back ground color off each number until the white color shows through. After much sweat and elbow grease presto change-o a perfectly restored tag appears.



Jim Crawford showed us a new, in the box “GAZDO OCTOVATOR.” Yes folks you heard me right. This wiz bang device was supposed to add extra miles to your gallon of gas. This device that looked like a big chrome salad bowl, hooks, I believe, to the top of a carburetor, then an in and out hose hooks up to your radiator. This ingenious device was advertised to “put wings on your car”. No more knocking and less gear shifting. It sure is a mystery why this gadget didn’t catch on.

Ken Burns kept us stumped on a rather innocent looking device he invented (patent pending.) No one could guess the use of this mysterious device. We were kept in suspense for what seemed like an eternity and then were told that it holds the generator in place while the bolt is tightened to keep tension on the fan belt.

Dave Gunnarson must have spent many hours learning how to set pins in a lock, ignition or otherwise, He drew a detailed picture of a Ford ignition switch which showed how the pins line up. He thoroughly explained how the pins can be changed

## SHOW AND TELL (cont)

to work with an existing key or how to cut a new key blank to fit an existing lock. Dave also owns a "Key Code" book that where the five pins should be for your lock.

Dave Westrate brought some pictures showing how a finger joint, like on his woody wagon, is glued.

Steve Pieper gave away a hot air heater. Showed us a clock that gave a motor sound (I believe) as the clock strikes each hour. Steve showed us a manifold set up for two two barrel carburetors. Steve thought it might be rare and valuable but Ken Gross sadly informed him that it was pretty much a run-of-the-mill manifold. Sorry Steve.

This turned out to be a very interesting and entertaining evening.

## RESULTS - EASTERN NAT'L MEET

Bruce Mazzie	34 Roadster	First
Bill Simons	34 Roadster	Medallion
Bill Fox	34 Roadster	Medallion
John French	35 Tudor	Emeritus
Charles Morrison	35 Coupe	Emeritus
Joe Wright	38 Conv Sdn	Emeritus
Von Hardesty	40 Convert	Medallion
Ray Kunsman	40 Coupe	Emeritus
David Ayers	40 Coupe	Emeritus
Bill Tindall	48 Convert	Medallion
Jeanette Hall	50 Tudor	Emeritus
Jim Roebuck	48 Merc	Dearborn
Bob Helms	53 Merc	Dearborn
Cliff Green	40 Wagon	Medallion
Dave Westrate	39 Wagon	Emeritus
Steve Pieper	40 Pickup	Medallion
Bill Selley	41 Panel	Medallion
Butch Myrick	46 Sdn Del	Emeritus
Tom Lumpkin	38 Sedan	Rouge
Alan Whelihan	47 Linc Cab	3 <sup>rd</sup>
David Blum	39 Linc zeph	2 <sup>nd</sup>
Jason Javaras	47 Coupe	Rouge
Leo Cummings	50 Merc	Rouge
Wes Floor	48 Ambulance	Rouge
Dick McInnich	36 sedan	1 <sup>st</sup> Touring
Hank Amster	41 Convert	1 <sup>st</sup> Touring



*Jim Roebuck finds shade at high noon while the judges check out his Mercury.*

**FOR THE LADIES**



This copy from *FORD NEWS*, July 1941, will help our members figure out what to wear to our annual picnic. "Make your outfit and occasion to wear something really gay and amusing", The article suggests this guimpe-pinafore costume – "Think how pretty you'd look sitting on the grass with that full shirt swirling about you!" Check out the neat hat and shoes!

That '41 woodie can carry all the goodies – just ask Ken and Helen Burns. Note that the rear bumper has clearance for the spare tire so that the tailgate can fold down flat – an improvement over the prior year model.



*Lt/Rt - Wendy Pieper, Dot Morrison, Barbara Westrate, Sylvia Tindall, Sandra Green, Phylis Kunsman*

**SULLY**  
Fathers Day at Sully was weather perfect. It was even cool enough that some members were seen with sweaters. It was reported that the Park Service had a record gate - Something in the order of 6,000 plus spectators! (at \$8 a head!!). As usual our members gathered under the same big trees with parents, grandkids and friends to enjoy a picnic.

The flea market was bigger than ever with lots of non-related automotive (read ladies stuff) items. As always, the editor found something : a small tan leather golf bag with a day pass tag dated May 17, 1941 attached. A perfect prop for the woodie.

The V8's were well represented, although not in the numbers seen in prior years. The woodies were numerous and had their own special area.



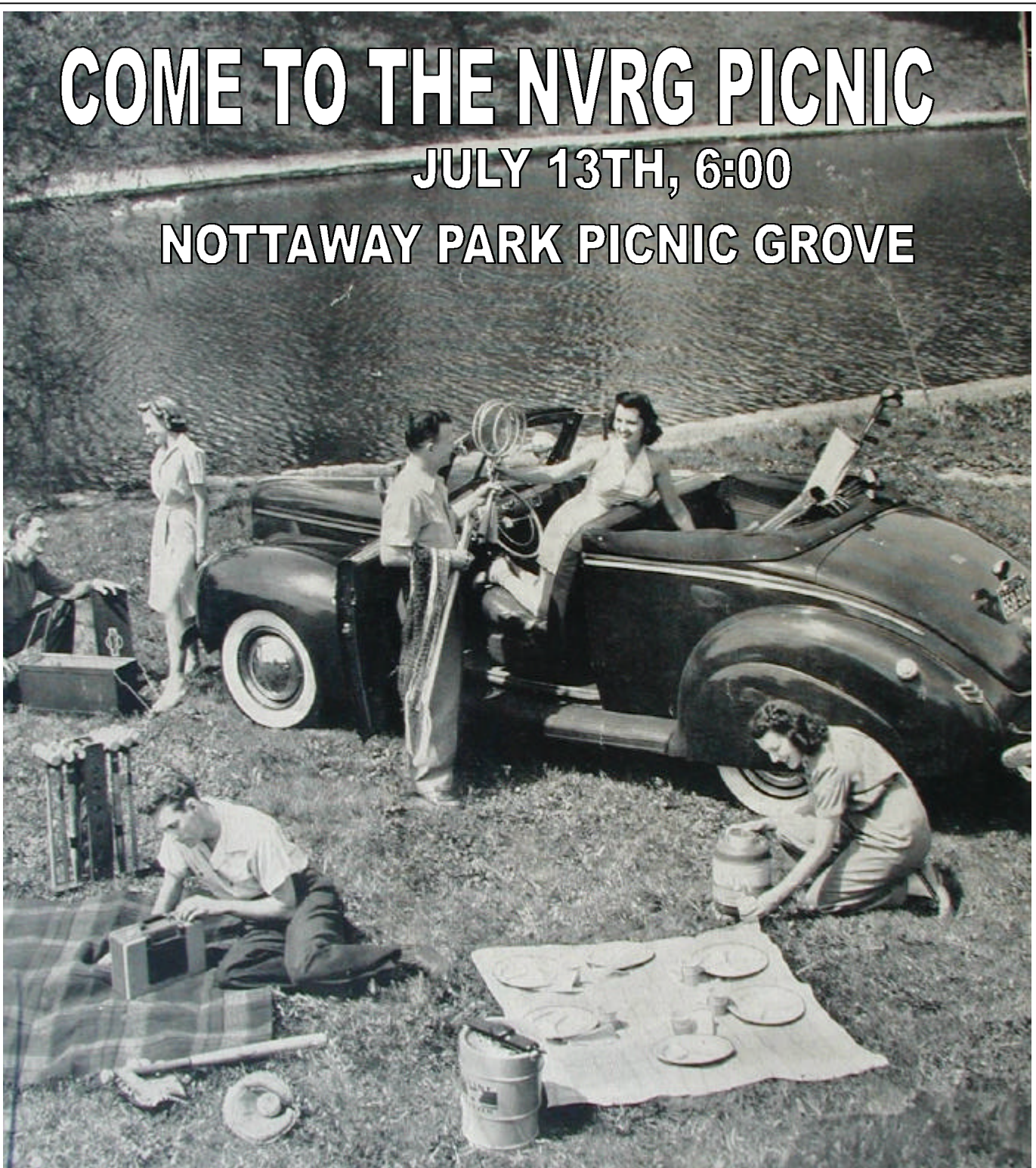
*Award winners  
Leo Cummings &  
Dave Westrate*

**ADVICE** – Jason Javaras  
Where are the police when you don't need them? Answer – in your rear view mirror.  
Just a reminder to those who think the VA. state police won't take the time to stop you for minor infractions. My son Dan recently received a ticket for "illegal equipment" on his open trailer while hauling home a new engine. He was cited for having blue dots in his taillights. The trooper must have had a really hard day.

# COME TO THE NVRG PICNIC

JULY 13TH, 6:00

NOTTAWAY PARK PICNIC GROVE



*BBQ cooked by Dave Gunnarson- \$5 a person. Bring your own beverages and a desert to share. Contact Steve Pieper for reservations – 703-860-2801 [swrcpieper@erols.com](mailto:swrcpieper@erols.com) RAIN OR SHINE*

## PICNIC PICTURE PAGE 7

I saw this picture on the cover of a trade magazine (not Ford) on a vendor's table at Hershey and recognized it as a perfect picnic poster. Since the piece of literature was \$15 and I only needed the picture the vendor reluctantly agreed to let me digital photograph it.

Let us exam the car: This beauty is all decked out with accessories including fender skirts, white walls, locking gas cap, spot light (visible on the right side) curved outside rear view mirror, beauty rings with non-Ford hubcaps, plus a third brake light over the license plate. A real sharp drive.

Lets look closely at the picnic display. We have two sets of golf clubs in the car, bad mitten, croquet, baseball and glove. Plus, a Coleman ice chest, water cooler, ice cream maker, dishes, blanket and portable radio! We presume that all six people and their equipment fit in the car! I think a woodie would have been more appropriate !

## BACK PAGE PICTURE

Transported in the rear seat are sons Eli and Nate.



## IN MEMORIAL

Former member **Tom Arrington**, of Pittsboro N. C. was killed June 2 in an automobile accident South of Berkley Springs W.Va when a tractor trailer crossed the center line of Hwy 522 and struck his SUV shortly after dawn. He was traveling to the Old Cars Weekly/Chet Krause antique car collection auction in Iola Wisconsin. Tom was a charter member and former president of the Northern Va. chapter and active until moving to North Carolina 15 years ago, He is survived by his wife Sue of Pittsboro N.C. and brother Nick of Manassas Va



## EMAIL BAG

*Gene Welsh*

Mr. Clem (of Clem's repair shop) will have the Cruise -In in Stephens City on July 17. This is called the Teddy Bear Show-every car gets a teddy bear-this year it will be a fireman. Mr. Clem wants to reserve a parking place for the ford v8 club—it's a big show with entertainment all day. They will serve breakfast starting at 8AM-cars will come in until noon-the show will be an all day up to 9pm and after. All kinds of food, ice cream etc will be available-oh,ice cold water and other drinks. Let me know if you want a special parking place-all club members park together It is on Main St. in Stephens City-the Town Park-right on Rt 11. Call me for more info 703-869-7475

*Allen McNiff*

My current project is to rebuild the brake system, replace the oversized dual exhaust system , and use the access to the seat bolts I will gain to replace the seat adjusters and clean up a little under the dash (without a front seat to get in the way!). The exhaust system on it looks pretty good, but sounds terrible. I have new headers and duals including Smithy's from Red's headers to go on it (that is the only departure from stock that I am allowing myself).

*Jim Roebuck*

FORD FACT. In 1932, the cheapest new Ford you could buy - assuming you had any money to buy ANY kind of car in those dark days of the depression - was a 4-cylinder Model B Standard Roadster, at a cool \$410.00 FOB Detroit. Production total was 948 units (pretty puny). For forty bucks more, you could get yourself a Deluxe Model B Roadster (3,719 produced). 1932 V-8 Roadster production: Standard (\$460.00), 520; Deluxe (\$500.00), 6,893.

**THERE ARE NO ADS IN THIS EDITION**



Rare '46 Mercury Sportsman from CA





# V8 CALENDAR NVRG



## JULY

- 11 National Capital V8 Car Show  
14<sup>th</sup> annual, Longwood Rec Ctr  
Brookville, MD
- 13 **NVRG** Annual Family Picnic  
Nottoway Park, Vienna 6pm
- 17 Teddy Bear Cruise-in, Stephens City
- 24 **NVRG Cruise night** at the Silver  
Diner, Reston 6:00
- 23-25 Summer Carlisle
- 27 **NVRG BOD**

## AUGUST

- 6-8 41<sup>ST</sup> Annual Awkscht Fescht,  
Macungie, Pa
- 10 **General Membership Meeting**  
Program: Rouge Factory, Cliff Green  
Refreshments: Tom Lumpkin
- 14 Fredericksburg AACA, Frbg Elks  
Elks Lodge (new location) contact  
Jason Javaras 540-786-5819
- 15 19<sup>th</sup> Annual Francis Scot Key  
Antique Auto club, Frederick, MD
- 21 **Drive-in Movie** night at Stephens  
City, VA Contact John Girman
- 28 Rain date for Drive-in Movie
- 31 **NVRG BOD**

## September

- 6 Cruising Clifton, Custom Cruisers

& Clifton Lions Club, Clifton, VA  
9-3 Park on streets

- 11 AACA Sugarloaf Mt..Region car  
Show, Mt Airy, MD
- 12 Herndon Police Dept & Citizens  
Support Team 4<sup>th</sup> Annual Car show  
Municipal Ctr. 10 -3
- 14 **General Membership Meeting**  
Automotive Coolant – John Girman  
Refreshments: Dave Westrate
- 18 Bull Run AACA 28<sup>th</sup> Annual Edgar  
Rohr Antiqure Car Show, Prince  
Wm County Fairgrounds 8-3
- 18 Military restoration display, noon  
Nokesville, VA
- 19 **Flying Circus Air Show NVRG  
caravan , picnic**
- 28 **NVRG BOD**
- 29 – Oct 3 FALL CARLISLE

## October

- 3 Antique Auto Assembly, 47<sup>t</sup>  
Annual Show, Armed Forces Re-  
tirement Home, Washington
- 6-9 HERSHEY
- 12 **General Membership Meeting**  
Hershey Review Refreshments:  
Al Edwards
- TBA **Annual Lebkicker Tour**

# NVRG CRUISE NIGHT

SATURDAY JULY 24<sup>TH</sup> 6:00

SLIVER DINER, BARON CAMERON DR., RESTON

The driver gets to eat free!

Contact John Girman 703-242-1459 so spaces can be  
reserved for our V8's



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



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

Vice President: **John Girman** 703-242-1459  
Secretary: **Jim La Baugh** 703-573-9285  
Treasurer **Hank Amster** 703-753-9575  
Membership: **Jim McDaniel** 703-569-6699  
Tours: **Girman/Dubois**  
Past President **Hank Dubois** 703-476-6919

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**



Summer family arrives at Sully



**FIRST CLASS MAIL**

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